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Thursday, March 8, 1973
Phalgun 17, 1894 (Saka)

LOK SABHA DEBATES

**Seventh Session
(Fifth Lok Sabha)**



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C O N T E N T S

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No. 14.—*Thursday, March 8, 1973/Phalgun 17, 1894 (Saka)*

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LOK SABHA DEBATES

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LOK SABHA

Thursday, March 8, 1973/Phalguna 17,
1894 (Saka)

The Lok Sabha met at Eleven of the
Clock.

[MR SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Ban on the Bhagwad-Gita, the Upanishads and the Hindu view of life in
Turkey

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*241. SHRI RANABAHAUDUR
SINGH-

SHRI G Y KRISHNAN-

Will the Minister of EXTERNAL
AFFAIRS be pleased to state?

(a) whether Government of Turkey have banned the Bhagwad-Gita, the Upanishads and Dr Radhakrishnan's book "The Hindu View of Life"; and

(b) if so, the reasons thereof?

THE MINISTER OF STATE IN
THE MINISTRY OF EXTERNAL
AFFAIRS (SHRI SURENDRA PAL
SINGH): (a) Yes, Sir.

(b) Government do not know the precise reasons for the banning of these books together with other books on Marxism, Maoism and on some other subjects considered by Turkish authorities to be anti-national. It is not clear whether the censors in Turkey regard these books as revolutionary literature or whether it is merely an error of judgement on their part. Our Ambassador has been making enquiries at a very high level in Ankara but so far without any satisfactory reply. When the Turkish Government's reasons for the ban on these books are known, the information will be placed on the Table of the House.

SHRI RANABAHAUDUR SINGH: It might be due to some of the lingering aspects of colonialism which we have lived through, Sir, but, I would now like to ask whether banning of such books by Governments is caused by the fact that we ourselves have lost faith in the value of these books. Our personnel in the Foreign Services also have very little idea whether books like the Hindu View of Life by Dr Radhakrishnan are philosophical or religious. In this context I would like to ask this question. What is it that has been done to give our Foreign Services an insight into the value of these books and the morals they convey?

SHRI SURENDRA PAL SINGH: It is not correct for the hon Member to say that we have lost faith in the values of these books. These books are greatly venerated in India. They are widely read by all scholars. It is not only scholars in India who read them, but they are read by scholars all over the world. We are greatly surprised why they banned these books and we are trying to find out the reasons. I do feel that the intelligentsia in all countries will be greatly benefited by these books.

SHRI RANABAHAUDUR SINGH: In order that other countries too become aware of the message that these books give, what specific methods are adopted by External Affairs Department to give an insight into those books to the foreign people who might be interested?

SHRI SURENDRA PAL SINGH: It does not arise out of this question. The question is regarding ban on the books.

SHRI K. LAKKAPPA: Mr. Speaker, Sir, the ban on the Bhagwad-Gita, the Upanishad, and Dr. Radhakrishnan's book "The Hindu View of

Life'—whatever be the sentiments and the views expressed by one section of the people in this country—there may be certain things which hinder the progressive ideas or views held by a section of the Turkish Government. I am asking this question because certain portions in Bhagwad-Gita and the Upanishad mislead and incite certain sections of people.

THE MINISTER OF EXTERNAL AFFAIRS (SHRI SWARAN SINGH): Sir, I think that the hon. Member has gone completely off the mark. The books that have been banned, amongst others, are: dialectics of Marxism, a book of Chairman Mao Tse-tung, etc. Therefore, whatever else may be the reason for banning the three books which are philosophical books like Bhagwad-Gita, the Upanishads, etc. surely it cannot be on the basis of progressivism as he thinks.

SHRI B. V. NAIK: Sir, in this world where in our own country we have banned the book containing the thoughts of Mao Tse-tung and coming further Russia has banned Dr. Zhivago by Boris Pasternak and China has banned everything else other than the thoughts of Mao Tse-tung whether we have any moral right to criticise the Turkish Government for banning some books and..... If we do not have this moral right, then shall we allow the free circulation of the book containing the thoughts of Mao in this free society of our country?

SHRI SWARAN SINGH: I would like the hon. Member to have a little more self-confidence and moral courage, because we have not done anything in our country which is not in our national interest.

As the hon. Member is no doubt aware, in our country, we seldom ban any book, but we have to resort to this if there is any book which is definitely against our national interests. Otherwise, there is so much liberalism and so much freedom in the dissemination of knowledge, publication of books and publication of views and airing of views which may

even be highly critical. It is not our approach to ban books at all. It will be wrong to say that our own record in this respect is such that we should not even protest if such philosophical books are banned in a country like Turkey with whom otherwise we have good relations.

I would like to add that when this matter was raised with the Foreign Minister of Turkey, he himself was surprised, and he promised to look into this matter.

श्री शारदूल बड़े. मैं मंत्री महोदय से जानना चाहता हूँ कि क्या उन्होंने तुर्की सरकार को यह लिखा है कि भगवद् गीता हिन्दुओं के लिये उतनी ही पवित्र है जितनी मुसलमानों के लिये कुरान शरीफ है। इस लिये भगवद्-गीता और उपनिषद् को जलाने से हिन्दुओं की फीलिंग्स हट्ट होनी है?

SHRI SWARAN SINGH: It may be that we may not have used exactly the sentences which the hon. Member is using, but I would like to inform him and the House that the Turkish Government in their Constitution have adopted secularism as their faith and as their principle, and it was all the more surprising that a country which has a secular Constitution, Government and philosophy should take such a step. Most probably, it is based on a misappreciation of the correct tenor and the contents of those books.

SHRI G. Y. KRISHNAN: From the replies given by the hon. Minister, it appears that only the Ambassador has been asked to look into the matter. Are Government going to refer the matter directly to the Turkish Government to find out the reasons why these books have been banned?

SHRI SWARAN SINGH: When the Indian Ambassador talked to their Foreign Minister, the Government of India were directly talking to the Government of Turkey.

SHRI P G MAVALANKAR The hon Minister in his main answer stated that he was awaiting the report giving reasons for the Turkish Government's banning these books While that report may be awaited, may I know whether the current crisis in Turkey over the Presidential election due to be held on March 13 has anything to do with the banning by the Turkish Government of these books on Marxism, Gita, Upanishads, Hindu View, etc?

SHRI SWARAN SINGH No it has nothing to do with that

SHRI MADHURYYA HALDAR The hon Minister in his reply said that the book containing Mao's thoughts has not been banned in India

MR SPEAKER He did not say so
He did not say anything

SHRI MADHURYYA HALDAR I would like to know whether he is aware that any person in West Bengal possessing any book written by Mao is branded as a Naxalite and arrested?

MR SPEAKER That is a different question

SHRI SWARAN SINGH I do not think that that statement is correct

Shortage of Coal in Delhi

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*245 **SHRI SHASHI BHUSHAN**
SHRI C JANARDHANAN

Will the Minister of STEEL AND MINES be pleased to state

(a) whether Government are aware of the hardships being caused to common people in Delhi due to non-availability of coal,

(b) the remedial steps taken to ease the situation, and

(c) the time by which the supply of coal in Delhi is likely to improve?

THE MINISTER OF STEEL AND MINES (SHRI S MOHAN KUMARA-MANGALAM) (a) to (c) Unfortunately there has been a shortage of soft coke in some localities of Delhi recently mainly due to the failure of the private middlemen to move their quota and unauthorised export of soft coke from Delhi to other States

Among the steps that are being taken to relieve the shortage are the measures being adopted by the Delhi Administration to increase the number of retail licensees to cut down authorised export of soft coke to other States and reduce illegal sales from one dealer to another and to entrust the procurement of soft coke in Delhi to the public sector organisations. The Railways are also trying to make additional wagons available to move sufficient coal

The position is likely to improve within a month

श्री शशि भृष्णु हमारे देश में समाज की तुलना में सब में अच्छा और सब में अधिक कोयला पैदा होता है, लेकिन उसके बाद भी लोगों तक सही ग्रंथ से और भवता कोयला नहीं पहुँच पाता है। पिछले दिनों दिल्ली में कोयले की कीमत बहुत बढ़ गई थी और उस की कमी भी बहुत हो गई थी। शायद कमी के कारण ही कीमत बढ़ी हो। दिल्ली में कोयले के व्यापार में काफी ब्लैक मार्केट गुरु हो गई है। इस सिलसिले में मैं कभी महोदय से जानना चाहता हूँ कि क्या उन्होंने कोई ऐसी योजना रखी है जिसमें जिम से जोनल युनिट्स बने और उसमें रेलवे के अधिकारी दिल्ली के एंजिनियरिंग कॉमिलर श्री बहल जी भृष्णु डिपार्टमेंट को टील करने हैं, तथा कुछ सम्बद्ध व्यापारी होंगे। उनको बुला कर फैसला किया जाये कि दिल्ली में कितने बैगलों की जरूरत है। बैगलों की कमी को देखते हुए क्या इस ढंग का कोई संकेत बना है कि जितनी बोयले की डिमांड है उसके अनुसार बैगल मिलें और वे शहरों में जहां

कोयले की ज्यादा बढ़त होती है वहां उस की कमी न है ? क्या इस सिलसिले में सरकार डिस्ट्रीब्यूशन के लिये कोई कारपोरेशन बनाने का विचार रखती है ताकि कोयला आसानी से लोगों तक पहुंच सके ?

SHRI S. MOHAN KUMARAMANGALAM: So far as taking of steps to involve all those who are responsible for receipt and distribution of coke in Delhi is concerned, only yesterday a meeting was held by the Department of Mines where the Commissioner of Food Supplies, Delhi Administration and representatives of the Bharat Coking Coal Limited and the National Coal Development Corporation have participated. It is as a result of that meeting that the steps described in my earlier answer are being taken and we are confident that the position will improve. It is not considered necessary to set up a separate corporation for distribution, but we are planning—and there is a meeting on the 14th March with the representatives of State Governments throughout the country—to set up coal dumps, that is to say, large-scale transport of coal from coal producing areas to big cities in the country and opening of dumps where the coal will be deposited and then organisation of wholesale distribution from those dumps through the public sector agencies or State administrations.

श्री शशि भूषण : मैं मंत्री महोदय से जानना चाहता हूँ कि यदि सरकार कोयले के प्रोडक्शन को अपने हाथ में ले ले और डिस्ट्रीब्यूशन को व्यैक मार्किटपर्स के हाथ में रहने दे तो कैसे सही ढंग से काम होगा ? जब तक सरकार प्रोडक्शन और डिस्ट्रीब्यूशन दोनों ही अपने हाथ में नहीं लेती तब तक सोशलिस्ट एकान्मी की बात कभी क्या कामयाब होगी ? (व्यवधान)

इस सिलसिले में निकट भविष्य में कुछ दाम में कमी हो और कोयला लोगों को मिले इस के बारे में आप की क्या राय है ?

SHRI S. MOHAN KUMARAMANGALAM: I entirely agree with the hon. Member that so far as distribution is concerned, it should be taken over into the public sector. We are making plans for that; and so far as Delhi is concerned, I think that we should be able to implement these plans at the earliest.

श्री सरजू पाण्डे : अध्यक्ष महोदय अभी श्री शशि भूषण ने जो सवाल किया उम का उत्तर नहीं मिला। उन्होंने पूछा है कि कोयले के राष्ट्रीयकरण से कोयले का दाम बढ़ गया और पूरे मुल्क में कोयले की कमी हो गई तो क्या निकट भविष्य में कोयले का दाम गिरे इस की कोई व्यवस्था मरकार करेगी ? और डिस्ट्रीब्यूशन का जहां तक मवाल है जब तक आप स्टेट्स की मीटिंग करेंगे तब तक आधी दुनिया तो भूखा मर जायेगी। आज हम लोगों को पानी नहीं मिला है और बिना खाए हम लोग आए हैं... (व्यवधान) ... तो मैं जानता चाहता हूँ कि सस्ता कोयला लोगों को मिल सके और आसानी से मिल सके इस के लिए सरकार क्या कर रही है ?

SHRI S. MOHAN KUMARAMANGALAM: There have been some difficulties so far as distribution is concerned, but I think steps are being taken by the Government to see that things come back to normal and coal will be available at reasonable prices quite soon.

श्री छब्बल सिंह : क्या माननीय मंत्री बताएंगे कि कोयले की जो कमी है वह कब तक दूर हो जायेगी। उत्तर प्रदेश में और खास तौर से आगरे में कोयला कंट्रोल रेट से बहुत बिक रहा है।

अध्यक्ष नहीं दिय : वही तो वह बतलाते रहे हैं।

SHRI S. MOHAN KUMARAMANGALAM: I have stated in the answer to the main question that we should

expect the position to improve within a month.

SHRI BHAGWAT JHA AZAD: On the one hand, the Government says that to bring down the prices, for example, in foodstuffs, the wholesale trade and distribution as well should be taken over by the Government. We support this policy. But what do the Government propose to do to bring down the price of coal which is very high at present after nationalisation, when the entire work of distribution is in the hands of those persons who have got no value and who, according to Mr. Shashi Bhushan, are black-marketeers?

SHRI S MOHAN KUMARAMAN-GALAM: First of all, I would like to contradict the hon Member, with respect, when he stated that the price of coal has gone so high. 97 per cent (*Interruption*). Allow me to finish. 97 per cent of the coal produced in the country is being distributed to major consumers, and there has been no increase in the price of that coal at all since nationalisation. Regarding 37—(*Interruption*)

SHRI BHAGWAT JHA AZAD: That is not correct. It is wrong. Ask any hon. Member. The price has gone up.

SHRI S. MOHAN KUMARAMAN-GALAM: If the hon. Member would patiently hear me for a minute—

MR. SPEAKER: May I request you to be patient?

SHRI BHAGWAT JHA AZAD: Let him state the full particulars. Why should he give a wrong statement? In Bihar and West Bengal the prices have gone up. Ask any hon. Member if they have not gone up. This is not the kind of answer that we expect from him. (*Interruption*)

SHRI S. MOHAN KUMARAMAN-GALAM: I request hon. Members to be kind enough to permit me to finish my answer and then ask fur-

ther questions; it would then be useful to them and to me.

The main increase in the price of coal, and there has been very unfortunately an increase in price, is in the sphere of coal and soft coke going to the domestic consumers and to brick kilns; that is 3.7 per cent of the total production of coal in our country. Naturally, hon. Members are rightly exercised about that increase, because it causes considerable suffering to the ordinary man who depends on coal for his day-to-day fuel consumption. I only wanted to correct the mistaken impression that there has been a general increase in the price of coal. There has not. The price of coal for the major industries, and they are the major consumers, is exactly the same as it was earlier and is continuing at the same level. But, so far as domestic consumers are concerned, considerable hardship in many places has taken place. We are now taking steps in all the major cities, in co-operation with the State Governments, to put up dumps so that we are able to bring the prices down. When the hon. Member rightly stated that we should not entrust whole trade and distribution to the private traders who are going to make money out of it, I entirely agree with him. The steps Government are taking are in the direction of being able to take over the whole trade and distribution effectively through public sector agencies. (*Interruptions*.)

SHRI ATAL BIHARI VAJPAYEE: May I know whether it is a fact that the price of domestic coal was increased on the very night on which the Government of India decided to take over the entire coal industry and if so, who did it?

SHRI S. MOHAN KUMARAMAN-GALAM: The increase in price of soft coke or coal consumed domestically was not increased as a result of any decision either by the Coal Mines Authority or by the Government of India. The increase has taken place as a result of the middlemen or the wholesale

traders making use of the difficulties immediately after nationalisation.

श्रीमती सहोबराबाई राय : मैं मनी महोदय से पूछना चाहती हूं कि मध्य प्रदेश में लकड़ी के कोयले का बहुत भारी स्टाक जमा है लेकिन डिब्बों में भिलने से वह कोयला दिल्ली या अन्य स्थानों में नहीं जा पाता है तो उसको भिलने के लिए पहले डिब्बों की व्यवस्था करनी चाहिए जिस से वह जल्दी वहां से दूसरे स्थानों को पहुंच सके बहुत बड़ा स्टाक लकड़ी के कोयले का बहा पढ़ा हुआ है।
(व्यवस्थान)

अध्यक्ष महोदय : यह सवाल पत्थर के कोयले का है।

श्रीमती सहोबरा बाई राय : पत्थर के कोयले की कमी है तो लकड़ी का कोयला काम में लाया जा सकता है... (व्यवस्थान)

अध्यक्ष महोदय : आप बैठिए। अब इस पर काढ़ी सवाल हो गए।

श्री हुकम चाहू चक्रवाच : मैं कब से बढ़ा हो रहा हूं अध्यक्ष महोदय? मेरा एक छोटा सा सवाल है।

अध्यक्ष अहोदय : आप चाहते में दो सवाल हो पाए हैं। और सदस्यों के भी सवाल हैं।

श्री हुकम चाहू चक्रवाच : दो नहीं यह चीथन सवाल है...

अध्यक्ष अहोदय : जिन के जवाब आए हैं उन को मैं ले रहा हूं।

SHRI D. N. TIWARY: I seldom rise to put supplementaries. I want to know why you are not giving me a chance.

अध्यक्ष महोदय : सभी बेन्फिट के सवाल होते हैं। अब 20 में से कुल 2 सवाल हो तो किस नया कायदा है? आप बंट दें दो

सवालों पर हो मरे हैं। अब नक्स्ट क्वेश्चन में से रहा हूं।

SHRI SURENDRA MOHANTY: How is it we do not catch your eye?

MR. SPEAKER: It is not a question of catching the eye; it is a question of time. (Interruptions).

Setting up of a Steel Plant with Japanese collaboration

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*246. **SHRI MUKHTIAR SINGH MALIK:**

SHRI DHAN SHAH PRA-DHAN:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government have taken any decision to set up a steel plant in India in collaboration with Japan;

(b) if so, the broad outlines of the proposal; and

(c) its location and the time by which the work on the project will be started?

THE MINISTER OF STEEL AND MINES (SHRI S. MOHAN KUMARAMANGALAM): (a) No, Sir.

(b) and (c). Do not arise.

SHRI MUKHTIAR SINGH MALIK: May I know whether this proposal has ever been under the active consideration of Government, whether it was examined and later on dropped? If so, in view of the scarcity of steel in the country, may I know why this proposal has not materialised?

SHRI S. MOHAN KUMARAMANGALAM: Discussions have been going on between the Japanese Government and ourselves about collaboration in a number of fields including steel. They have not reached any final conclusion.

श्री अनशाह प्रधान : मैं जानना चाहता हूँ कि इस विश्वास देश के किसी राज्य में किसी विदेशी सरकार के सहयोग से कोई कारबाना खोलने का क्या सरकार का विचार है? क्या मन्त्री महोदय किसी विदेशी सरकार से उम के लिए बातचीत कर रहे हैं क्या?

SHRI S MOHAN KUMARAMANGALAM As I said a number of discussions are going on between the Japanese Government and ourselves about collaboration in different fields including steel. So far as discussion with any other Government is concerned at present there are no such discussions except with the Government of the USSR regarding the expansion of Bokaro and Bhilai steel plants.

SHRI R S PANDEY Taking into consideration the quantum of iron ore available in Madhya Pradesh, are you going to give any serious thought to have a second steel plant there because the quantum of iron ore there can feed two steel plants for 200 years?

MR SPEAKER How is it relevant? This is about collaboration with Japan

SHRI R S PANDEY Is there any proposal for locating a second steel plant in Madhya Pradesh with Japanese collaboration taking into account the large quantum of iron ore available there?

SHRI S MOHAN KUMARAMANGALAM This is entirely relevant. Discussions are taking place with the Japanese but we have not yet reached the stage of discussion regarding the location of the plant.

SHRI BHOGENDRA JHA May I know whether there is any proposal for the expansion of the capacity of the Tata steel plant and, if so, whether the Tatas are having consultations with the Government of India?

MR SPEAKER The question relates to collaboration with Japan.

SHRI BHOGENDRA JHA Expansion of the capacity of the Tata steel plant with Japanese collaboration

MR SPEAKER In order to makes it relevant do not drag in Japan

Employment provided by Directorate of re-settlement of Ministry of Defence

*24d PROF NARAIN CHAND PARASHAR Will the Minister of DEFENCE be pleased to state

(a) the number of persons registered with the Directorate of Resettlement Ministry of Defence at the end of the calendar years 1971 and 1972 and their State wise break up and

(b) the number of persons who were provided employment during these years state-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J B PATNAIK) (a) and (b) During 1971-72 the total numbers of Officers and Other Ranks who got registered were 3720 and 6680 respectively. During these years 4939 and 3413 could be provided with employment through Directorate General Resettlement. A State-wise break up of the figures of those who were registered is placed on the Table of the House [Placed in Library See No LT-4423/73] A state-wise break-up of those who were provided with employment through Directorate General Resettlement is also placed on the Table of the House in respect of officers. Figures of employment relating to Other Ranks are not readily available State-wise since Class III and Class IV posts are filled up through the agency of Employment Exchanges all over the country

PROF NARAIN CHAND PARASHAR From the figures given by the Minister it is seen that during the year 1972 the number of persons registered with the employment exchange was 6680 while the persons provided with employment was only 3413 which means only half. What is the reason for less people being provided with employment in 1972 as compared with 1971?

SHRI J. B. PATNAIK: Appointments depend upon the vacancies available with the government and different industries. The number of vacancies in 1972 was not as many as in the year 1971.

PROF. NARAIN CHAND PARASHAR: May I know whether in the matter of providing employment by the Directorate General Resettlement the first come first served basis is adopted?

SHRI J. B. PATNAIK: The first come first served basis is adopted provided a person is an applicant for a trade in which there is a vacancy.

SHRI GIRIDHAR GOMANGO: From the statement it is seen that in case of Orissa no single person was provided with employment in the year 1971 and only one person was given employment in 1972 through the Director General of Recruitment.

May I know, sir, whether the employment exchanges in Orissa had sponsored the names of the candidates to the Directorate of Employment, Orissa? Or the candidates were not available for the post of officers in the above said department at the time of recruitment?

SHRI J. B. PATNAIK: The Director of Employment, Orissa, sends the names of candidates registered with employment exchanges for jobs in the government and in the industrial undertakings in Orissa. The figures with the Directorate of Employment, Orissa are not available.

SHRI K. GOPAL: In the year 1971, in respect of other ranks 3,028 people registered their names and 4,505 were provided with employment. In the case of officers, 692 registered and 434 were provided with employment in 1971. In 1972, in the case of officers, while 469 registered their names, 311 were provided with employment. But in the case of other ranks, while 6,211

registered their names in 1972, only 3,102 have been provided with jobs. Does it mean that some special consideration is shown to the officers whereas no such consideration is shown in the case of other ranks?

SHRI J. B. PATNAIK: No distinction is made between officers and other ranks in the matter of employment. No special consideration is shown to the officers.

श्री रामकर्णः मैं मंत्री महोदय से जानना चाहता हूँ कि क्या रक्षा मंत्रालय और पुनर्वास निर्देशालय में जो शैद्यूल्ड कास्ट के लोगों को रोजगार दिया जाता है, क्या उस में एम्प्लायमेंट एक्सचेंज के बिना भी सीधे लोग पढ़ो पर नियुक्त कर लिए जाते हैं?

SHRI J. B. PATNAIK. Naturally, the Scheduled Castes and Scheduled Tribes ex-service men who are registered with the Directorate of Employment in States and with the Directorate General of Resettlement at the Centre are also given this opportunity.

SHRI D. P. JADEJA: The statement that has been laid down is a little confusing because it says that in the State of Gujarat, in the year 1971, only 2 officers were registered whereas 4 persons were given employment. May I know whether even these four persons and others who have been given employment in the State of Gujarat are the residents of Gujarat or they are the people coming from outside and getting jobs there?

SHRI J. B. PATNAIK: Regarding the figures quoted by the hon. Member, they refer to the figures of the previous year. As to whether the registered persons are Gujaratis or not, I require notice.

श्री हुकम चन्द कछवायः आप ने पिछले 2 बवां में जितने लोगों का रोजगार दिलाया है इन में शैड्यूल कास्टस और शैड्यूल ट्राइब्स के लोग कितने हैं? क्या यह बात सही है कि शैड्यूल ट्राइब्स के जितने लोगों ने नाम रजिस्टर करवाये थे उन के साथ भेदभाव किया गया, उन को नहीं लिया गया वे योग्य नहीं हैं ऐसा कह कर उन को टाल दिया गया?

SHRI J B PATNAIK So far as our information goes, there is no discrimination shown against the Scheduled Castes and Scheduled Tribes persons. But the exact figures of Scheduled Castes and Scheduled Tribes persons are not readily available with me. I require notice.

श्री हुकम चन्द कछवाय वितने लोगों को एप्लाइटमेंट दिया गया इस का जवाब दीजिए।

अध्यक्ष भाहोदयः अगर इन के बस का हो तो और किसी की बारी नहीं आ सकती,

SHRI J B PATNAIK The exact figures regarding Scheduled Castes and Scheduled Tribes persons who have been registered or who have been given employment are not readily available with me.

Employment of persons displaced from lands acquired for steel mills

*250 **SHRI PRABODH CHANDRA** Will the Minister of STEEL AND MINES be pleased to state

(a) whether it is the policy of Government to give preference in employment to those whose lands have been acquired by the Government for setting up new steel mills,

(b) whether in many cases hundreds of labourers employed can hardly fit in the hard labour they have to per-

form and thereby resulting in great loss to the enterprise and

(c) whether Government propose to examine any alternate way to give employment to the people so displaced?

THE MINISTER OF STEEL AND MINES (SHRI S MOHAN KUMAR MANGALAM) (a) to (c) A statement is laid on the Table of the House

Statement

(a) and (b) Government have already laid down the policy to be followed by public sector undertakings in the matter of recruitment. According to this policy vacancies of unskilled and skilled workers, clerks and other non-technical staff whose scales are comparatively low are required to be filled through recruitment from employment exchanges functioning close to the project. Every effort is made in such recruitments to give preference to persons displaced from the areas acquired for the project especially or scheduled castes and scheduled tribes (e.g. Adivasis) and to those who even if they come from some distance have been or are about to be retrenched from other Government undertakings so long as the basic qualifications and experience are forthcoming.

Physical fitness of those seeking employment is definitely an important criterion while making final selections and therefore the question of employing those who are not physically suitable resulting in loss to the enterprises, should not normally arise.

(c) Government do not contemplate at present any departure from the above policy.

SHRI PRABODH CHANDRA May I draw the attention of the hon. Minister to the statement that he made previously that some of the public sector units specially in the steel

industry, are suffering from over-staffing because the Government is forced to take the persons whose lands are taken over by the Government to set up steel mills?

SHRI S. MOHAN KUMARA-MANGALAM: I do not think that any excess or surplus labour in any steel plant has arisen due to any compulsion on Government to give employment to persons who have been so displaced.

SHRI PRABODH CHANDRA: I do not know whether it is in order to remind the hon. Minister what he said in the Consultative Committee meeting of the Steel and Mines Ministry. He definitely made a statement—it is on record—that most of the steel mills have at times to recruit more hands than actually needed because they are the persons belonging to that area and there is a hue and cry if they are not accommodated.

SHRI S. MOHAN KUMARA-MANGALAM: I do not remember having made such a statement, and if I did make it, then I was wrong.

MR. SPEAKER: The matters coming up in the Consultative Committee meetings should not be referred to here. The hon. Members can otherwise, without referring to the Consultative Committees, ask questions. The Ministers sometimes are very informal in those meetings. These meetings are confidential also. If the hon. Members are going to catch the Ministers for what they have said in those informal meetings also, then there will be no end to that.

SHRI PRABODH CHANDRA: That is not an informal meeting. That is a more compact meeting; it is an official meeting. One of the small reasons given for losses was that there was over-staffing in steel mills. If you don't like, I withdraw the question.

SHRI S. MOHAN KUMARA-MANGALAM: Frankly speaking, I do not remember having made such a statement. I have said that, if I did make it, I will have to correct myself.

SHRI NAWAL KISHORE SINHA: If you will permit me, Sir, in the statement itself the wording is very weak. In para 2 of the statement, it is said:

"... resulting in loss to the enterprises, should not normally arise."

This is a very weak wording. Therefore, Shri Prabodh Chandra was correct in raising the question.

MR. SPEAKER: I know that Mr. Prabodh Chandra is right. But the Minister is also right.

SHRI PRABODH CHANDRA: May I know from the Government or the Minister concerned if it has come to the notice of the Government that certain people staying outside the area acquired by the Government for setting up steel mills get themselves enrolled in the Employment Exchange in the vicinity of the mill area just with a view to getting employment or recruitment in the mill?

SHRI S. MOHAN KUMARA-MANGALAM: Government is aware that persons who do not really live in the vicinity of the steel plant but live in other parts of the country get themselves enrolled in the Employment Exchange near the steel plant in order to get employment. But, as the hon. Member must be aware, the Employment Exchanges are run by the State Governments, and it is really upto the Employment Exchanges to control registration in the manner that they consider proper. So far as the steel plants are concerned, we do our best to give employment to persons in the area surrounding the steel plant, in that locality, in respect of all jobs less than Rs. 500 a month. But some malpractices do sometimes occur, and we try to limit them to the minimum extent possible.

SHRI SURENDRA MOHANTY The statement underlines the fact that displaced adivasis are given preference in the matter of employment to non-skilled jobs. In that light may I know from the hon. Minister whether it is not a fact that the displaced adivasis in Rourkela Steel Plant are given a very raw deal in that plant and if he denies that fact will he be able to tell me how many adivasis are here on the rolls of Hindustan Steel Plant in Rourkela?

SHRI S MOHAN KUMARA-MANGALAM I certainly must and do deny that the displaced persons in the Rourkela Steel Plant are given a raw deal. So far as the question as to the exact number of adivasi who are employed and in what posts is concerned I have not got the figures with me and therefore I cannot give them now.

SHRI SURENDRA MOHANTY In the absence of definite figures how can he deny that? It is a raw denial on the part of the Minister.

SHRI B K DASCHOWDHURY It is a very important question Sir. Be it Rourkela or Ranchi everywhere we find that whenever the lands of poor people particularly those belonging to Adivasis have been taken for the steel plant in most of the cases due considerations were not given to give them alternative employment. There are recruitments to various posts going on in those places either in Rourkela or Ranchi. I personally visited those places in connection with the Parliamentary Committee and I know that in the reply of the hon. Minister it has been stated

"Every effort is made in such recruitments to give preference to persons displaced from the areas acquired for the project especially or Scheduled Castes and Scheduled Tribes (e.g. Adivasis)

When the lands have been taken from the poor Adivasi people or the Scheduled Castes is it not incumbent on the Government to make it mandatory and compulsory to give employment to persons from whom lands have been taken?

Secondly with regard to the question of qualification and experience even after giving them employment at a low grade posts these poor Adivasi people can be given in-service training. Will the Government consider this aspect?

Thirdly without going through the Employment Exchanges what are the difficulties for these projects to give employment directly to the persons who are affected because their lands have been acquired for the project?

SHRI S MOHAN KUMARA-MANGALAM The instructions that have been issued to the Managers of the public sector projects in regard to employment of displaced persons or persons from families which have been displaced from the land as a result of the public sector project being brought into operation, are clear and categorical and I do not think any Manager can escape from having to fulfil that responsibility.

The word effort that I used has to be understood in the sense that to implement any decision effort is required. That is all. No greater significance need be attached to the use of the word 'effort'.

So far as the question of imparting in-service training to which the hon. Member has very rightly drawn the attention of the House and mine I do not think that we are entirely satisfied with the level of the in-service training in our public sector projects. We are giving specific attention to improve that and we hope as a result we will be able to do what the hon. Member has in mind.

Regarding the employment of displaced persons from displaced families, they do not have to go through Employment Exchanges. We keep a list of all those families and try to give them employment. Again, we try, we do our best and we make every effort.

MR. SPEAKER: Shri Samar Guha—absent. Shri Ulaganambi—also not here. Shri Bhogendra Jha.

Schedule of stopping export of iron ore and import of steel during Fifth Plan

*253. SHRI BHOGENDRA JHA: Will the Minister of STEEL AND MINES be pleased to refer to the reply given to Starred Question No. 253 on the 30th November, 1972 and state the proposed schedule for stopping export of iron ore and import of steel during the period of Fifth Plan and for progressive switch-over from export of ore to those of finished goods?

THE MINISTER OF STEEL AND MINES (SHRI S. MOHAN KUMARA-MANGALAM): No schedule has been drawn up for stopping export of iron ore and/or import of steel. As has already been stated larger indigenous availability of steel would eventually facilitate progressive switch over from export of raw materials to finished products, reducing the relative proportions of the former to the latter.

In evolving export strategy, greater emphasis is laid on exports of those items in which the "value added" is relatively higher. As regards import of steel, it is expected that near self-sufficiency in steel production can be reached in 2 or 3 years with the commissioning of Bokaro Steel Plant and the existing steel plants attaining production at 90 per cent of the capacity.

SHRI BHOGENDRA JHA: As you know, Sir, some of our finest quality iron ores are being exported to Japan and some other countries and until now, as the Minister has just now said,

there is no schedule for ending such exports and starting in its place exporting finished goods by ourselves expanding the steel production in the country. So, I want to know as to what is the comparative data with regard to the loss to the country in terms of foreign exchange when we export iron ores and when we export only finished goods and not raw materials.

SHRI S. MOHAN KUMARA-MANGALAM: It is not possible to give a quantified answer to the question asked by the hon. Member. Reserves of iron ore in the country are substantial and we do earn foreign exchange due to the exports. It is also in our national interest to continue exporting this, while also at the same time making efforts to boost up our internal production.

SHRI BHOGENDRA JHA: Is it a fact that there are some large exporting ports and Goa is one among them? There are some of these ports in the South. From Mysore we are exporting; from Goa we are exporting. May I know whether it has been proposed to set up another steel plant in Goa to conserve our own iron ore and to export finished goods and stopping import of these items?

SHRI S. MOHAN KUMARA-MANGALAM: About the location of steel plants, the facility offered by possible sites of new steel plants is one of the things presently under consideration. So far as the iron ore in that area is concerned, it is not as rich as in Hospet and other areas.

श्री विभूति मिश्र : अध्यक्ष जी, अमीर बिहार के हमारे साथी ने सबाल पूछा था कि अगर एक टन आयरन और हम बाहर भेजते हैं तो उससे फारेन एक्सचेंज आता है और यदि उस एक टन आयरन का लोहा बनावें किर एक्सपोर्ट करें तो उससे कितना फारेन एक्सचेंज आयेगा—यह साधारण सबाल है, मंत्री जी इसका जवाब दें।

SHRI S. MOHAN KUMARA-MANGALAM: Steel production is not, as the hon. Member is aware, in a position to meet the present needs of the country. So the question of intensifying export of steel at the moment does not arise.

SHRI BHOGENDRA JHA: The question is evaded. What is the comparative loss or gain? Are they going to stop imports? That has not been answered.

Steps taken to check losses and increase products in steel plants

*254. **SHRI N. K. SANGHI:** Will the Minister of STEEL AND MINES be pleased to state

(a) whether the total losses of the three public sector steel plants till now have wiped out one fifth of the capital invested in them due to chronic under-utilisation of their capacities;

(b) if so, whether Government have analysed the different heads under which the losses have been substantial and continuing; and

(c) what steps Government propose to take or have taken to achieve optimum utilisation of the capacities?

THE MINISTER OF STEEL AND MINES (SHRI S. MOHAN KUMARA-MANGALAM): (a) to (c). A statement is laid on the Table of the House.

Statement

(a) and (b). While the total losses incurred by the Bhilai, Durgapur and Rourkela Steel Plants upto 1971-72 are almost equal to one-fifth of the Government funds invested therein, it will not be correct to say that these are entirely due to under-utilisation of capacity, though this is the most important reason. Profitability is a function of cost, volume of production and prices. A number of other factors, therefore, also contribute to

losses and these include the higher incidence of capital related charges, escalations in cost elements and disturbed industrial relations.

(c) The management of Hindustan Steel Limited have been and are taking number of measures to step up the tempo of production. These include: specialised repairs of coke ovens, use of alternative fuels to supplement gas availability, oil firing in certain furnaces to augment fuel resources, improved maintenance aimed at better equipment availability, speeding up of capital programmes required to correct existing imbalances in production facilities and planned procurement of spares, refractories and other essential materials.

Recently, a three-tier joint consultative machinery has been set up at Durgapur for speedy settlement of industrial disputes and grievances and to enlist the co-operation of the workers in maximising production. A new reward scheme has been introduced in the Rourkela Steel Plant to provide an additional incentive for increasing production progressively.

The setting up of the Steel Authority of India Limited should also help considerably in this direction through effective supervision and co-ordination. provision of specialised advisory services and vertical integration and co-ordination of the other sectors intimately connected with the steel industry in the role of major suppliers of inputs such as coking coal, iron ore and manganese. Government also keep constant watch on the performance of the steel plants through periodical Task Force Meetings and Reviews and render all the assistance that is required.

SHRI N. K. SANGHI: The Statement laid on the Table only confirms that the loss of Hindustan Steel Ltd. has been 1/5 of Government funds. But I would say that Hindustan Steel Limited has lost more than 1/3 of its share capital. In this background I

would like to ask the Minister whether he has taken out any percentage of losses besides the under-utilisation of the plants by way of shortage of raw material, loss due to inefficiency, administrative losses and labour troubles?

SHRI S MOHAN KUMARA-MANGALAM: I do not think it is possible to quantify this accurately. The accumulated losses are Rs. 179.64 crores as against equity investment of Rs. 594.37 crores. The long-term loan is Rs. 416.70 crores.

SHRI N. K. SANGHI The Railway Minister said that the demurrage by the public sector undertakings during 1971-72 was Rs. 271 crores. The Railway Minister has also stated that major contribution for this has been by the Hindustan Steel Limited. Will you please check up as to what is the demurrage paid by the HSL? Have you pinned down the responsibility on the officers who are responsible for these losses? More than Rs. 2 crores are lost by way of such demurrage.

SHRI S. MOHAN KUMARA-MANGALAM: I have no figures with me at the present moment. If he puts a separate question, I will answer.

SHORT NOTICE QUESTION

Implementation of Kothari Commission's recommendations in respect of pay scales of school teachers

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S.N.Q. 4. SHRI HUKAM CHAND KACHWAI:

SHRI JYOTIRMOY BOSU:

Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) whether Kothari Commission's recommendations in respect of the pay scales of school teachers have been implemented by each and every State; and

(b) if not, the names of such States?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (PROF. S. NURUL HASAN): (a) and (b). (1) The recommendations of the Education Commission, 1964-66 (Kothari Commission) in respect of pay scales of school teachers are given in Statement I, laid on the Table of the Sabha. [Placed in Library. See No. LT-4424/73].

(ii) The extent of the implementation of the above recommendations by different States, as reported by State Governments, is shown in Statements II to IV, laid on the Table of the Sabha. [Placed in Library. See No. LT 4424/73.]

श्री हुकम चन्द कच्छवाय : माननीय मंत्री जी ने जो वक्तव्य रखा है यह इतना लम्बा वक्तव्य है कि इतने कम समय में पूरा देखना हमारे लिए कठिन है।

अध्यक्ष महोदय : यहीं तो इस की खुब सूरती है।

श्री हुकम चन्द कच्छवाय : कोठारी कमीशन ने जो रिपोर्ट दी है इसे राज्य सरकारों द्वारा ठीक प्रकार लागू न करने के कारण ही सभी प्रान्तों में अध्यापकों के अन्दर उत्सर्जना है। हरियाणा के अन्दर इस रिपोर्ट को लागू नहीं किया गया यही कारण है कि बहुत बड़ी संख्या में अध्यापकों ने अपना विरोध प्रकट किया है और हड़ताल की है तथा अपनी माग मनवाने के लिये बहुत बड़ी संख्या में उन्होंने जेलों को भरा है।

अध्यक्ष महोदय : इस को जरा सप्तरी-मेंट्री की शक्ति देने चलिये, आषण न मालूम हो।

श्री हुकम चन्द कच्छवाय : इसीलिये मैं जानला चाहता हूँ कि जब पिछली बार आप ने अर्द्धीगढ़ में संकेत दिया था कि हरियाणा के अध्यापक राज्य सरकार से बताकीट करें

और आप की उस राय को अध्यापकों ने माना तथा राज्य सरकार से बातचीत की, लेकिन राज्य सरकार ने कोई सतोषजनक उत्तर नहीं दिया और वार्ता असफल हो गयी। ऐसी परिस्थिति में घब सारा दायित्व केन्द्रीय सरकार के ऊपर आता है कि आप इस बात को कैसे मनवाएं। अध्यापक किस के पास जाये। इसलिये मैं जानना चाहता हूँ कि कोठारी कमीशन की रिपोर्ट में जो ग्रलग-ग्रलग बात कही गयी हैं उन को मनवाने के लिये केन्द्रीय सरकार की ओर से किस ढंग से प्रयास किये जा रहे हैं, क्यों कि राज्य सरकार तो मानने को तैयार नहीं हैं, अन्य राज्यों में भी इस का पालन नहीं किया गया। कमीशन ने यह बात भी कही है कि सभी राज्यों में बेतन समान हो और सरकारी कर्मचारियों के समान अध्यापकों को बेतन मिलना चाहिये। इसके बारे में आपका क्या कहना है

PROF. S. NURUL HASAN. Sir, education is a State subject. The recommendations have been forwarded to the State Governments and the State Governments have to take a decision in accordance with their ways and means position. I am afraid, Sir, it is not for me to tell the State Governments as to what the wage structure in their States should be in respect of a subject which is very much in the State List.

श्री हुक्म चन्द्र कछवाय : मेरे प्रदन का टालमटोल कर उत्तर दिया, मत्ती जी जानकृत कर टालना चाहते हैं। मैंने सीधी बात पूछी है कि यदि राज्य सरकारें कोठारी कमीशन की सिफारिशों को नहीं मानती हैं वैसी परिस्थिति में आप कौन से कदम उठायेंगे ताकि वह मानें। और साथ ही सरकारी कर्मचारियों के समान सारे देश में सबान बेतन अध्यापकों का हो इसका भी कोई उत्तर मत्ती जी ने नहीं दिया। पहले हमका बताव आ जाये तब मैं दूसरा सवाल पूछूगा।

अध्यक्ष महोदय : बाद मे नहीं, आप एक दफा ही पूछ लीजिये। मैं इस से ज्यादा समय आपको नहीं दूँगा।

श्री हुक्म चन्द्र कछवाय : पहले प्रदन का उत्तर आये तभी तो दूसरा सवाल पूछूँगा।

अध्यक्ष महोदय : सप्लीमेंट्री तो पहले से ही पैदा होता है और वह दो ही होते हैं।

PROF. S. NURUL HASAN: We have forwarded the recommendations of the Kothari Commission to all the State Governments. We have also, as the House would recall, adopted in 1968 the national policy resolution on education which has a definite paragraph relating to the teachers, but for obvious reasons, it is put in general terms. I would draw the attention of the House to the following paragraph, which with your permission. I shall read out

'Of all the factors which determine the quality of education and its contribution to national development the teacher is undoubtedly the most important. It is on his personal qualities and character, his educational qualifications and professional competence that the success of all educational endeavour must ultimately depend. Teachers must therefore, be accorded an honoured place in society. Their emoluments and other service conditions should be adequate and satisfactory, having regard to their qualifications and responsibilities.'

The policy of the Central Government has been spelt out in this resolution which has been approved of by this House as well. We have forwarded this to all State Governments, and as you, Sir, would bear me out, it is not possible for us to issue directives to the State Governments in a

matter which is entirely within the purview of the State Government itself.

श्री हुकम चन्द कल्पाल : मती जी ने

.....

अध्यक्ष महोदय : अब आप कैठिये, आप दो सवाल पूछ चुके हैं। पहला ठोड़ें ही नहीं। कहा से पैदा हुआ।

श्री हुकम चन्द कल्पाल : जहा से सब पैदा हुए वहीं से यह पैदा हुआ।

बी छट्टल बिहारी बाजपेही : यह सवाल अगर यहा पैदा नहीं होगा तो जच्चा खाने में पैदा होगा।

अध्यक्ष महोदय : यहा तो हर एक बीज पैदा होती है।

श्री हुकम चन्द कल्पाल : मती जी सभी राज्यों को आप शिक्षा क्षेत्र के लिये पैसा देते हैं, और इस कमीशन की जो रिपोर्ट है यह रद्दी की टोकरी में डालने वाली तो है नहीं, इसे सभी सरकारों को मानना चाहिये ऐसा कोठारी कमीशन का कहना है। ऐसी भरिस्तिमि से यदि राज्य सरकारे इस को नहीं मानती हैं तो जो आप राज्यों को पैसा देते हैं उस पर कोई प्रतिबन्ध लगायेंगे कि जो राज्य सरकारे कमीशन की सिफारिश को मानेगी उन्हीं को आप पैसा देंगे और जो नहीं मानेगी उनको आप पैसा नहीं देंगे। इस प्रकार का विचार करते को आप तैयार हैं क्या?

[1966 में इस कमीशन ने अपनी सिफारिश की थी और आज 1973 चल रहा है, महंगाई भी बढ़ गई, उस पर पुनः विचार करने के लिये तैयार हैं क्या ?

अध्यक्ष महोदय : क्या सिफारिश की है वह तो बताइये। जो बता चुके हैं उस के अलावा और कोई बात है क्या?

श्री हुकम चन्द कल्पाल : मैं बताने के लिये तैयार हूँ अगर आप समझ दें।

अध्यक्ष महोदय : इस पर सदन में बहस हो चुकी है। आप ऐसी बाते करते हैं जैसे बाजार में आड़े स्पीकर से बात करते हैं। अब आप बैठ जाइये।

PROF. S NURUL HASAN: I do not consider myself a specialist on financial relations between the States and the Central Government, but my understanding was that the financial allocations of the total national resources out of the Central revenues is done by the Finance Commission, and so far as developmental expenditure is concerned, it is done by the Planning Commission. The Union Ministry does not directly give money to the State Governments for this particular scheme.

श्री हुकम चन्द कल्पाल : अध्यक्ष महोदय, मैं आप से प्रार्थना करता हूँ कि हमारे प्रश्न का उत्तर दिलवाये।

अध्यक्ष महोदय : मैं आप को इजाजत नहीं देता, शाडिंग से काम नहीं चलेगा।

SHRI JYOTIRMOY BOSU: More than 8,000 Haryana teachers have courted arrest, 2,000 have been suspended and the services of 1,000 have been terminated. Even lady teachers have not been spared, they have been tortured and terrorised. This is in the context of the Kothari Commission's recommendations which are a Central Government product.

The Minister has given three statements, one covering primary school teachers, then trained graduate teachers and then post-graduate teachers. As regards the difference in salaries, Haryana boasts to be the richest State in the country; they compare themselves with Punjab. But when the question of paying wages to teachers comes, they violate the recommendations of the Kothari Commission. The

Commission say clearly on p.57 of their Report:

"While we realise the need to link salaries with the cost of living, we think that this can be better done through the principle of parity".

What steps are being taken to implement this particular recommendation, to see that parity is maintained between State and State, specially States like Punjab, Haryana, Himachal Pradesh and Delhi?

Secondly, they had asked for grant of dearness allowance. There is a specific recommendation on that.

"The principle of parity on which dearness allowance is to be paid to all teachers should be related to those of government servants".

I want to know what has been done about this.

Thirdly, there is the policy regarding posting of teachers 20 miles away. The Commission say on this on p. 62:

"Difficulties often arise in the rural areas when no residential accommodation is available locally and the teacher is compelled to stay in another locality. This interferes with the efficiency of his work and prevents him from building up proper contacts with parents or undertaking programmes of adult education" ..

What is being done in regard to this?

Grant of house rent allowance is also another demand. When no residential accommodation is provided, adequate provision for house rent allowance should be made. This is a specific recommendation of the Kothari Commission. We would like to know what is proposed to be done on this.

As regards grant of medical allowance at uniform rates, there is a specific recommendation which says

that suitable assistance in regard to sickness or disease and such other unforeseen calamities should be given. We would like to know whether this recommendation is being implemented

SHRI SHANKAR DAYAL SINGH: This is not a half hour discussion.

SHRI JYOTIRMOY BOSU: I am absolutely on the Kothari Commission's recommendations. You want to oppose teachers. It is a shame on you.

Then there is a recommendation with regard to grant of civic rights, trade union rights and so on. The Commission clearly says—this will interest you—

"The code of conduct and discipline and rules applicable to teachers in government service and those extended to local authorities' services as well are the same for other government servants. There is no reason why this should be so. Each profession should have a separate code of conduct. Moreover, the existing conduct and discipline rules were mainly framed under a foreign regime when control of the political views of teachers was a major objective of official policy".

I want to know from the hon. Minister his comments on the same. This disparity in pay and this posting at places 20 miles away are contradictory to, and against the recommendations of the Kothari Commission. I want to know from the Central Government their comments on this. They cannot absolve themselves by saying that education is a State subject. What are his reactions on the points that I have made out just now?

In Haryana, the total salary of a primary teacher is Rs. 427; in Himachal Pradesh, Rs. 446; in Punjab—it is the highest—Rs. 496. We are proud of this. Then, for the trained graduate teacher, it is Rs. 575 in Haryana.

MR. SPEAKER: You are making a speech; this is not a debate. Ask your question.

SHRI JYOTIRMOY BOSU: I am talking about party. I have put about four to five questions to which I want the Minister should give specific comments. I have quoted from the Kothari Commission report, wherein they have made specific recommendations which are being violated by the Haryana Government. What steps does the Minister propose to take, in respect of this adamant attitude, the obstinate attitude, for which the Chief Minister is famous. We want to know what he proposes to do, especially when education in Haryana State has come to a standstill. 10,000 teachers are on strike.

PROF. S. NURUL HASAN: Sir, there are two types of issues which have been raised. One relates to the pay-scales.

SHRI JYOTIRMOY BOSU: Parity.

MR. SPEAKER: Why are you interrupting? He has started to reply. If you do not want to listen, then it is a different matter. You must have patience.

PROF. S. NURUL HASAN: There are two types of comments which the hon. Member has made. The first relates to the question of pay-scales of teachers with which this short notice question is connected. The other is with regard to other matters which are not directly related to the question of which notice was given to me. Therefore, I would not make any comment on the other matters. In regard to the other matters, I would like to seek your guidance. My understanding of the Constitution is that we can forward to the State the recommendations of the expert body. We have generally approved of these recommendations, but for the implementation and acceptance of them, the proper authority is the

State Government. I do not know if I have any authority. I shall be grateful if I am given light and guidance in this matter if I have any authority to force any State Government to take action which, in its own opinion and judgement, it should take.

SHRI JYOTIRMOY BOSU: So, was publication alone your duty, and not implementation of the recommendations? Tell us kindly; do you mean to say that only the publication of the report was your duty and not the implementation? There is a specific recommendation on parity. Why should there be this disparity among the neighbouring States of Punjab, Himachal Pradesh and the Union territory of Delhi? I want to know.

MR. SPEAKER: I have no objection to the Minister replying. But kindly sit down, Mr. Bosu. (Interruption) I request everybody to sit down.

SHRI JYOTIRMOY BOSU: Maintenance of parity is one of the specific recommendations of the Kothari Commission. I have quoted from the Kothari Commission report.

श्री दृष्टकम् वरद कान्तिकाय : मंत्री महोदय उत्तर नहीं दे रहे हैं। समानता लाने के लिये सरकार क्या कर रही है? आठ साल हो चुके हैं।

अध्यक्ष महोदय : शौर मवाने से काम नहीं जलेगा।

SHRI JYOTIRMOY BOSU: I have cited the Kothari Commission Report. Let him give us his comments.

MR. SPEAKER: I have no objection. I have asked the Minister to reply.

SHRI JYOTIRMOY BOSU: In one State, education has come to a standstill. 10,000 teachers are on strike. (Interruption) I seek your protection and guidance in this matter.

MR. SPEAKER: Every protection is there. Please sit down.

SHRI BHAGWAT JHA AZAD: The Minister has raised an important question on which we want to have your opinion. Is it for the Minister in the Union Government only to forward the report? Is it not a fact that under the Constitution quality control and co-ordination is the subject for the Central Government? Is it enough for the Central Government to set up a commission or a parliamentary committee? All the Chief Ministers in the National Development Council lay down a policy and ask the State Governments to implement a pay scale which is beyond their financial capacity? If that is so what should be done? We want a reply on that.

MR SPEAKER: The Minister has been asked as to what is the constitutional position? I am not going to enter into that; I do not know what is the constitutional position. But I think once the recommendations of the Commission are sent to the States, at least the Centre can enquire from time to time how much they have implemented. It is not a question of Constitution or any other thing. The Centre can enquire how far they have gone into that. No more ... (Interruptions).

प्रध्यक्ष महोदय : शोर से कोई मसला हल नहीं होता। ऐसे काम नहीं चलेगा।

श्री सत्याल कपूर : 'वेचारे' वेबस मजबूर मजल्स एजेंसियन मिनिस्टर से मैं यह जानना चाहता हूँ कि क्या सेन्ट्रल गवर्नमेंट ऐसा विचार कर रही है कि सीटर से जो एड किसी स्टेट को मिलती है अगर वह किसी भी ज़ को नहीं मानती है तो वह बन्द कर दी जाए।

द्रासकर पालिसी में तो कोई काइरेंशल इम्प्रेकेशन नहीं है। अगर उस पालिसी को

भी स्टेट गवर्नमेंट इम्प्रेमेट नहीं करती है, तो क्या आप कोई डायरेक्टिव देने का विचार रखते हैं या नहीं?

कौन कौन भी स्टेट्स हैं जिन को कोठारी कमिशन की सिफारिशों को पहले मानना चाहिये? पजाब की भिसाल दी गई है जिस की पर कैपिटा इनकम मब से ज्यादा है। हरियाणा की दूसरे नम्बर पर है। अगर हरियाणा जैसी स्टेट भी कोठारी कमिशन की रिपोर्ट को नहीं मानती है तो क्या आप स्पेशल टौर पर गौर कर रहे हैं या नहीं कि उनको डायरेक्टिव दिया जाए?

प्रध्यक्ष महोदय : आपने सवाल को दौहरा दिया है।

श्री सत्याल कपूर : बीमारी तो यही है, इसी का तो इलाज हम चाहते हैं।

श्री० एस० नुइल हस्तः बदकिस्मती यह है कि मैं इस सदन में हाजिर ही नहीं हो सकता वा अगर संविधान को मानने की शपथ मैंने प्राह्ण न की होती। इस बचत सवाल निविरे का है जो हम जोर देते हैं और ऐसा आपने हुक्म दिया है इस्तिलाहासिल करते हैं। वही औरा माननीय सदस्यों के सामने सभा पट्टा पर रख दिया गया है। ऐसी बात नहीं है कि हमने इस्तिलाहासिल नहीं की है। हमने इस्तिलाहासिल की है कि उन्होंने इस सिलसिले में क्या कार्रवाई की है। अगर स्टेट गवर्नमेंट हम को इस्तिलाह न देती तो जो कछवाय जी ने कहा है कि स्टेटमेंट बहुत समझी है इसको सदन की विद्यमत में पेश कैसे किया जा सकता था।

जहां तक डायरेक्टिव देने का सवाल है मैं जानना चाहता हूँ माननीय सदस्यों से और समझना चाहता हूँ कि क्या सेटर को किसी ऐसे सबबैट के बारे में डायरेक्टिव देने का अखत्यार है जो स्टेट लिस्ट में है ? यह बात समझ में आ जाए तो किर मैं और बात कहूँ ।

SHRI AMRIT NAHATA: In view of the utter helplessness expressed by the Union Education Minister and in view of the need to introduce an element of uniformity in educational standards all over the country and also in the living and working conditions of the teachers all over the country, will the hon. Minister come forward before this Parliament with a proposal to shift education subject from the State list to the Concurrent List?

PROF. S. NURUL HASAN. Government has no such proposal under consideration.

SHRI H. N. MUKERJEE: May I know, how is it that the inspite of the same party running the Central Government as well as the Government in Haryana the decision of the Central Government regarding the desirability of the implementation of the Kothari Commission in respect of so many matters is not being implemented in Haryana and the Government chooses to express its inability to do anything about it? This is extremely paradoxical; I would like to have an explanation.

PROF. S. NURUL HASAN: The hon. Member is on very friendly terms with the leaders of my party. This is a question which should be directed to them. I can only exercise the authority which I have under the Constitution.

श्री इटल बिहारी बालपेठी : कोठारी कमिशन की नियुक्ति केन्द्रीय सरकार ने की थी और जैसा मंत्री जी ने कहा कि उसके

आधार पर एक नैशनल पालिसी बनी शिक्षा के बारे में जिसे इस पार्लिमेंट ने मंजूर किया । मैं जानना चाहता हूँ कि वह नैशनल पालिसी कैसी है जिसे राज्यों में भगल में ही नहीं लाया जा रहा है ? अगर राज्यों की कठिनाई धन की है तो क्या केन्द्रीय सरकार कोठारी कमिशन की सिफारिशों को राज्य में लागू करने के लिए जितने धन की आवश्यकता है, उतना धन देगी ? मैं मानता हूँ कि डायरेक्टिव आप नहीं दे सकते हैं लेकिन धन तो आप दे ही सकते ।

श्रौ० एस० नुरुल हसन धन के बारे में मैं अर्ज कर चुका हूँ कि फाइनम कमिशन और प्लानिंग कमिशन के फैसले के मुताबिक सैट्रल रेवेन्यू से रुपया स्टेट्स को मिलता है । जहां तक एक्सट्रा महाया॒ का सवाल है इस जमाने में हमने प्राइमरी स्कूलज में अधिक टीचर मुकर्जर करने के लिए तकनीकन साठ हजार टीचर्ज की नियुक्ति के लिए मुद्रतिलिफ प्रदेशों को संकेतन दी है और यह हमारी उम्मीद है कि शायद अगले फाइनेंशल बीड़र में हम तीस हजार की नियुक्ति करने के लिए और सहायता दे सकेंगे ।

श्रौ० नारायण चन्द्र पाठकर 1971 में जब पंजाब यूनिवर्सिटी चंडीगढ़ और गुरु-नानक यूनिवर्सिटी अमृतसर के दर्मान जुरिस्मिडिकेशन के मामले पर जगड़ा हुआ था और यहां के बजारे तालीम श्री सिद्धार्थ शंकर रे ने तो यह कहा था कि यह मामला सैट्रल इंटरवैशन का नहीं है और स्ट्रुचेंट्स उस केस को पंजाब हाई कोर्ट में ले गए थे तब फाजिल ज़ज़ ने यह जबाब दिया था : This is a subject fit for central intervention.

कितने ऐसे केस होंगे जिन में एक्विटी सौग कोर्ट्स में आएंगे वहां से वह डायरेक्टिव ले कर आएंगे This is a subject fit for central intervention.

क्यों नहीं हम इस स्थिति से बचा पाते

और ऐसा सात्यूशन निकालते कि जब हम कमीशन बनाते हैं जिस में सरकार का रुपया खर्च होता है और सारे देश के लिए उसकी रेकमेडेशन हम डिवाइरेबल समझते हैं तो कोई ऐसी पालिसी निकाल पाए कि जो स्टेट अमीर है, जिनके पास आमदनी है, जो प्रोजेक्ट्स पर रुपया खर्च कर सकते हैं तो गरीब टीचर ने ही क्या कुशर किया है कि उन पर कोठारी कमीशन की रेकमेडेशन लागू न की जाये ?

प्रो॰ नुरुल हमन अध्यक्ष महोदय दा बाते उठाई गई है। पहले तो यूनिवर्सिटी के जूरिस्डक्शन के लगडे हैं। उस सिलमिले में जो मेरे मित्र थ्री भागवत ज्ञा आजाद ने बात कही है वह भी मैं अर्ज करना चाहता हूँ कि एन्ड्री 66 आर की कास्टीट्यूशन कोआर्डिनेशन ऐड डिटर्मिनेशन आफ स्टैडर्ड्स इन इस्टीट्यूशन्स फार हायर एजुकेशन के मुताल्लिक हैं, स्कूल एजुकेशन का उस से कोई सम्बन्ध नहीं है। और दूसरी बात जो फरमायी भाननीय सदस्य ने तो उस में मैं यह अर्ज करना चाहता हूँ कि कोठारी कमीशन की सिफारिश के बाद हर प्रदेश में कुछ न कुछ बेहतरी की गई है प्राइमरी टीचर्स के पे स्केल्स में, इसलिए यह कहना कि केन्द्रीय सरकार ने भारत सरकार का पैसा जाया किया और यह कमीशन क्यों बना यह बात सही नहीं है।

SHRI SHYAMNANDAN MISHRA: What is the total amount involved in implementing the recommendations of the Kothari Commission, so, far as the State of Haryana is concerned? May I know whether the State Government of Haryana lacks the entire amount involved in implementing the recommendations? Then the question naturally arises whether this matter has been referred to the Finance Commission, which is currently con-

sidering the state of finances of the country and the amount of resources that would be devolving on the States

PROF S NURUL HASAN: In regard to the matters referred to the Finance Commission, I would request my hon friend to put this question to the Finance Minister. He may be able to throw some light on it. I at least do not know what are the matters which have been referred to the Finance Commission. Then, as regards the financial impact of the implementation of the Kothari Commission recommendations, I have not made any calculation with regard to all the States of the country

SHRI SHYAMNANDAN MISHRA: I am not asking for the entire country but for the State of Haryana. If the Minister has not come prepared with that information, he is not respectful to the House

SHRI BHAGWAT JHA AZAD: The policy statement highlighting the importance of the teachers' lot and the pay scales was laid down after consulting the Education Ministers of the State Governments, not once or twice but thrice, and after a Committee of this House went into this question. Do the Government feel that many of the State Governments, excepting perhaps that of Punjab and Haryana, are not in a position financially to implement the recommendations of the Kothari Commission? In that case, do the government propose to come forward to supplement the finances of the State Governments in implementing these recommendations, if necessary giving the entire money from the kitty of the Union Government but trying it for the implementation of these recommendations?

PROF. S. NURUL HASAN: I am not in a position to answer this question off hand. But it would still be

for the State Governments to make a specific request to the Union Government if any financial assistance is needed to implement a particular recommendation of a Commission appointed by the Union Government. I have no doubt that any such request will receive the most earnest consideration of the Union Government, subject to the ways and means position of the Union Government, and a proper decision would be taken after taking into account the various precedents.

SHRI S. M. BANERJEE: The whole trouble of Haryana teachers' strike arose out of either non-implementation or partial implementation of the various recommendations of the Kothari Commission. Now, Haryana teachers met the Prime Minister yesterday—it has come out in the newspapers today. I would like to know from the hon. Minister whether the Prime Minister has given any assurance or she has promised to look into the matter and, on the basis of that, whether this matter will be taken up with the Chief Minister of Haryana and settled once and for all.

PROF. S. NURUL HASAN: This is a question which the Prime Minister will be in a better position to answer.

SHRI S. M. BANERJEE: Sir, the whole trouble arose out of the non-implementation or partial implementation of the various recommendations of the Kothari Commission. They met the Prime Minister yesterday. I want to know from the hon. Minister whether the Prime Minister has given any promise and, if so, whether the hon. Minister will take a directive from the Prime Minister to ask the Chief Minister of Haryana to implement the recommendations of the Kothari Commission. Will he contact the Prime Minister?

MR. SPEAKER: Have you got a clear-cut answer to that?

PROF. S. NURUL HASAN: No, Sir, not to my knowledge.

श्री श्री० पी० बोर्ड : अध्यक्ष महोदय : आपका का खुद का, और वजीर साहब का खास तौर से तथा और भी ऐसे वजीर साहबान और बहुत से ऐसे मेम्बर होंगे जो अध्यापक रहे हैं या हैं या जिन की खास दिलचस्पी इसमें रही है....

श्री अटल बिहारी वाजपेयी : या आगे जाकर होंगे।

श्री श्री० पी० बोर्ड : या अटल बिहारी जी जैसे आगे जाकर होंगे। तो उन्हे मालूम है कि तालीम जरूरी हो और मुफ्त हो इस के लिए खास तनकीद हिन्दुस्तान के निजाम में दी गई है। मुल्क की एक जुबान हो ताकि हम एक होमोजोनियस सोसाइटी बना सकें इस के लिए एक खास मुकाम हिन्दुस्तान के आईन में है। तो इन दो खास वजहों को लेकर क्या यहीं जी यह तथ करेंगे कि फिर से सुनीम कोट्ट की राय लें कि तालीम के मामले में भरकी दुकुमत की रेकमेडटरी पावर है या वह रेकमेडेक्षन न मानी जाय तो इंटरप्रेटर कर सकते हैं और इंटरफॉरेंस न मानी जाय तो डायरेक्टर इस्यू कर सकते हैं और खास तौर से ऐसी हालत में जबकि एक हाई पावर कमीशन बना हो और कोई सूची सरकार उसको न भाने ?

PHOF. S. NURUL HASAN: I would have certainly obtained the legal opinion if there had been any matter of doubt. "Education" is squarely in the State List and the Union Government, in my opinion, must respect the authority of the State Government. The only chance of having a national policy accepted by the country is that there should be voluntary consultations and voluntary decisions to implement the national policy. The moment I give an impression to any of my colleagues, the Education Ministers of

State Governments, "If you do not do this, we shall issue a directive", then there is no possibility, under our Constitution, of having any uniformity of national policy. Therefore, my policy has always been to hold consultations, to hold discussions, making it clear that the Central Government fully respects the authority of the State Government in respect of educational matters.

श्री मुख्यमान्त्री जी का विवरण : स्पीकर साहब, अभी मंत्री जी ने एक सवाल का जवाब देते हुए बताया कि हम कोठारी कमीशन की बाबत कोई डाइरेक्शन स्टेट गवर्नरेंट को नहीं दे सकते। जिस बक्त भूलक का बातावरण ऐसा था जो बड़ा कन्ट्रोवर्सियल था, टीचर्स की हालत को सुधारने के लिए इधर और उधर दोनों तरफ से डिमान्ड थी, उस सारी कन्ट्रोवर्सी को ईट-रेस्ट करने के लिए सेन्ट्रल गवर्नरेंट ने कोठारी कमीशन कायम किया। मैं माननीय मंत्री जी से पूछना चाहता हूं कि कमीशन की सिफारिशों को मनवाने के लिए क्या आपने कोई पेपर, डाक्यूमेंट स्टेट गवर्नरेंट को भेजा? अगर आप कोई डाइरेक्शन इसकी इम्पलीमेंटेशन के लिए नहीं दे सकते तो इस कमीशन के कायम करने के लिए आप का अकसद रथा का?

"हरियाणा की बाबत जिक्र किया गया, बड़ी तारीफ की जाती है। श्री सत्यपाल कपूर जी ने बताया पर-नीपिटा इकम में पहला नम्बर पंजाब का है और हरियाणा दूसरे नम्बर पर है। मैं आप से अच्छी करना चाहता हूं—मैंले ही आप को यह सुझाव दिया कि हरियाणा पर-नीपिटा इकम में दूसरे नम्बर पर है, लेकिन युत्तम और तथायुद्ध में हरियाणा का नम्बर सारे भूलक में पहला है। हरियाणा के टीचर्स कोठारी कमीशन के सेह भवाने के लिए माननीय मंत्री जी से विस्तीर्ण में भिसे। उन के साथ जो बुल्म और तथायुद्ध हरियाणा में हुआ है, जिस तरह से हृषकड़ी डाल कर स्ट्रीट्स में उन की परेड

कराई गई, जेल में उन के खाने में स्टोन और सैण्ड मिलवा दिया गया, उन को कम्बल नहीं दिये गये, इन सब बातों का इजहार उन्होंने मंत्री महोदय के सामने किया था। मैं जानना चाहता हूं कि उन से बातचीत करने के बाद मंत्री महोदय ने उन को कोई आश्वासन दिया या नहीं?

माननीय मंत्री जी का विवरण : वहाँ हरियाणा गवर्नरेंट से बात की होती। उन्होंने एक स्टेटमेंट दिया था कि टीचर्स और गवर्नरेंट को नेगाशियेटिंग टेबिल पर आना चाहिए लेकिन दूसरे ही दिन हरियाणा गवर्नरेंट ने एज्युकेशन मिनिस्टर साहब की उस अपील को रिजेक्ट कर दिया। जिस सूबे के अन्दर चीफ मिनिस्टर इतना डिसरेप्रेक्टफुल और इनडीसेंट हो कि सैन्ट्रल गवर्नरेंट की तरफ से अपील आये और उस को इस तरह से ढुकरा दिया जाए—मैं जानना चाहता हूं कि मंत्री महोदय ने इन सारी चीजों के बारे में क्या किया?

स्पीकर साहब, हरियाणा में हमारे सोलीपित में लेडी टीचर्स को मोलेस्ट किया गया। लेडी टीचर्स की जीर्णिंग के अन्दर पुलिस यूस गई और उन के साथ बहुत दुरा सुलूक किया गया। यह इन सारे मामलों के अन्दर सैन्ट्रल गवर्नरेंट आमोज तथाकाई की तरह से लड़े हो कर सारे सीन को देखना चाहती है या स्टेट गवर्नरेंट में थोड़ी बहुत गुड-सेन्स प्रिवेट हो, ऐसा कोई काम करना चाहती है—(व्यवहार)

अध्यक्ष नहोदय : सवाल कोठारी कमीशन के बारे में है, उसके बारे में प्रस्तुत पूछना चाहिए, आप बहस में क्यों पढ़ गये।

PROF. S. NURUL HASAN: I have already submitted that the purpose of the Union Government in appoint-

ing the Education Commission was to review the total national situation in regard to education and to make recommendations. Those recommendations, I think, have been good recommendations. The House has considered those recommendations, and on the basis of that, the National Policy Resolution on Education was adopted.

It is a fact that many of the changes that have been introduced in the various States of our country have been deeply influenced by the recommendations of the Kothari Commission. I would, therefore, most respectfully submit that the Kothari Commission's report has already and has been continuously influencing the thinking of the various State Governments.

As regards the other matter, I would gain venture to repeat what I have said that I would like to know what authority do I have to issue a directive.

As regards consultations, I would further like to submit that consultations between the Union Government and a State Government in regard to a matter which is exclusively in the State List, can only be meaningful if these consultations are kept confidential and not used for various political purposes. Then they are likely to be more fruitful....(Interruptions).

श्री मुख्यमंत्री सिंह अलिक मिनिस्टर साहब ने उन के साथ जो बातचीत हुई है, उनके बारे में कुछ नहीं कहा।

श्री राम लक्ष्मण पांडे : स्पीकर साहब, मैं बड़ा मशकूर हूं, आप ने मुझे प्राखिर में भौका दिया। बजीद लालीम में मुदरिस दबके के लिए जिस मजबूरी का इजहार किया, उसके लिए हमें उनसे बहुत हमदर्दी है। अचले बयान में उन्होंने यह भी फरमाया कि उनको इस बात का ग्रहसास है कि मुदरिस दबका हमारे समाज में कितना ग्रहम है। मैं आप से इस मजबूरी के मुतालिक यह

कहना चाहता हूं कि¹ इस माहौल और इस मसले को किस ने पैदा किया। अगर यह कोठारी कमीशन न मुकर्रर किया गया होता तो सिफारिशों का सवाल ही पैदा न होता, इस लिए यह जिम्मेदारी आप पर आवध होती है। आपने कोठारी कमीशन मुकर्रर किया, अब उस की¹ तमाम सिफारिशों का मायावी के साथ लागू की जाएं, इस की जिम्मेदारी आप पर है। आप उनको पैसा देते हैं, इसलिए आप उन को धुड़की दे सकते सकते हैं। अगर आप की जगह मैं बजीर तालीम होता नो बंसी लाल तो क्या, उनके आका भी इन सिफारिशों को मानते। मैं आपकी मारकंश यही कहना चाहता हूं कि जो हैमियत समाज में मुदरिसों को दी गई है, उसका ग्रहसास करते हुए आप इस बात की कोशिश कीजिये कि डम पालियामेट की तौहीन न हो, कमीशन की तौहीन न हो और उनकी तमाम विकारिशें मानी जाएँ। अगर उनकी माली हालत खराब हो तो उनकी माली हालत को सुधारने में मदद कीजिये। इस तरह का कमीशन बनाना और उसकी सिफारिशों को बालायेताक रखना मुनासिब नहीं है।

अध्यक्ष महोदय : आप बहुत अच्छी उर्दू बोलते हैं।

श्री अटल बिहारी बाजपेही : अध्यक्ष महोदय, आप ने सुना-उन्होंने बंसीलालजी के आका का हवाला दिया है। मैं नहीं समझा कि आका को लाने की क्या जरूरत है। बंसीलाल जी ही काफ़ी हैं, उनके आका को रहने दीजिये।

श्रो. एस० बुरुज़ हक्कन : इस के कस्टो-दियन तो आप खुद हैं, मैं उसमें क्या अर्ज कर सकता हूं।

SHRI PILOO MODY: The Minister was trying to make out that the recommendations of the Kothari Commission cannot be implemented because the implementation is in the hands of the States. I assume that when a Commission like this is

appointed, it is in keeping with the policy of the Government to find out through the Commission of Inquiry the facts and its conclusions.

It is also the policy of the ruling party that that should be implemented. In the State elections they appealed for votes in the name of stability, in the name of unity and pursuing policies and so on, and, they have got those Governments now. The Central Government and those of the States being of the same party I see no reason why the Centre which can send Chief Ministers, dismiss Ministers etc cannot implement the Kothari Commission's report.

PROF S NURUL HASAN I think I have already answered this question. It is virtually the same as the question put by Prof Mukerjee.

ज्ञा० कलाशः मन्त्री जी ने बताया कि शिक्षा राज्यों के अधिकार का विषय है, यह कोई नयी सूचना उन्होंने नहीं दी, यह तो सभी को मालम है लेकिन केन्द्रीय सरकार की मारल नेस्पामिकेलीटी क्या है? यह मैं जानना चाहता हूँ।

दूसरे—मन्त्री जी ने बताया कि रूपया ज्यादा देना तो प्लानिंग कमीशन की बात है था फाइनेंस डिपार्टमेंट का काम है कि कितना रूपया राज्य सरकार को दे। क्या केन्द्रीय शिक्षा भंडालय ने, मैं जानना चाहता हूँ कि कोठारी कमीशन की सिफारिशों के कारण कितने रुपये का राज्य सरकारों पर बोझ पड़ेगा। उसकी सिफारिश प्लानिंग कमीशन या फाइनेंस डिपार्टमेंट को भेजी या नहीं। अगर ऐसा किया होता तो राज्य सरकारों की उत्तरी भवद भिलती तथा कोठारी कमीशन की सिफारिशों को पूरा करने के लिए वे बाध्य होते। क्या ऐसा किया गया?

तीसरी बात यह है कि जहाँ पैसे या बाईं का सवाल नहीं प्राप्ता, जैसे अध्यापकों

को बीस मील दूर भेज देना, जबकि सिफारिश यह है की कोठारी कमीशन की विजय मवान रहने के लिए न हो, तो अध्यापकों को नहीं भेजा जाये हरियांगे मेरे इस प्रश्न पर मेरे का सवाल नहीं है फिर डायरेक्शन देने का भी सवाल नहीं कहा जा सकता तो क्या केन्द्रीय मन्त्रालय या मन्त्री जी ने वहाँ के शिक्षा मन्त्री को या मुख्य मन्त्री की पत्र लिखा कि आप इस तरह ट्रांसफर न करे? इसका मन्त्री जी उत्तर दे।

PROF S NURUL HASAN Each State Government formulates its own proposals and submit them to Planning Commission and Planning Commission takes overall view of the matter. If they feel that additional financial assistance is needed, they can always say so. I do not have any outstanding proposal from Haryana that they wanted such and such amount of central assistance. I am therefore unable to make a final statement.

I shall answer the other question also, I have already submitted to the House that the consultations between the State Governments and the Union Government should not be made public. Otherwise, the State Government can justifiably take the view that the Union Government is interfering in a matter which is squarely in the State list. It is only on this basis that consultations can always take place and consultations have been held, and our views are known to the Government of each State in this matter.

MR SPEAKER: Now, Shri P G Mavalankar

12.56 hrs.

[**MR DEPUTY-SPEAKER in the Chair**]

MR DEPUTY-SPEAKER: (*Interruptions*). Let hon. Members listen to me kindly. I am trying to regulate the proceedings, I am not trying to

shut out anybody, I think we have taken one hour on this question already. I am not trying to shut out anybody, as I have said already, but I think that it is necessary that we should put a time-limit to this. If some Members want to ask questions....

SHRI PILOO MODY: One more hour.

MR. DEPUTY-SPEAKER: I do not mind. Let the House decide. I am functioning here by the authority of the House. If the House is so responsible or irresponsible, I do not want to say, if the House wants to devote another one hour to this....

SHRI ATAL BIHARI VAJPAYEE:
By implication you are saying....

MR. DEPUTY-SPEAKER: I am not saying responsible or irresponsible. It is up to the House to decide. If the House decides that another one hour is justified for this question or another two hours are justified for this question, let it do so, and I would run the House accordingly. But let us be realistic. We have taken one hour already. Should we devote another ten minutes or fifteen minutes to this question? There should be some limit to it. Let us fix the time-limit. Let it be ten minutes or fifteen minutes. Why can the House not take a simple decision like that? I shall accept fifteen minutes; but let us put a time-limit.

SHRI BHOGENDRA JHA: Fifteen minutes will not do....

MR. DEPUTY SPEAKER: Order, please: Let me complete what I was going to say....

SHRI BHOGENDRA JHA: You are asking for our opinion. Am I not entitled to give my opinion? Otherwise, why do you ask for our opinion? You may decide it yourself.

MR. DEPUTY-SPEAKER: I am only saying that there should be a realistic time-limit. That is all.

SHRI BHOGENDRA JHA: Fifteen minutes will not do, because one Member may speak for fifteen minutes. You should stop speeches and permit only questions by Members. Otherwise, one Member may himself speak for ten or fifteen minutes.....

MR. DEPUTY-SPEAKER: I agree with Shri Bhogendra Jha that only questions can be asked. That is the first point.

Secondly, I am in a difficulty, because I have come in the midst of the question, I do not know which Member has asked a question and which Member has not. I would leave this to the responsibility of the Members.

SHRI PILOO MODY: You are putting the House on its honour.

MR. DEPUTY-SPEAKER: Those who have asked questions will kindly exercise self-restraint by not elbow out others for getting the opportunity.

Mr. Sharma,

SHRI P. G. MAVALANKAR: On a point of order.

MR. DEPUTY SPEAKER: I will be coming to you (Interruptions). How can I follow when so many members speak?

SHRI P. G. MAVALANKAR: I was on my legs.

MR. DEPUTY-SPEAKER: All right. You see how difficult it is for the Chair even to follow what you are saying. If you had told me very simply that you were on your legs, I would have allowed you to continue. Instead of that, you are being supported by 10 other members. This makes it so confusing. I want you to say, not 10 other members.

SHRI P. G. MAVALANKAR: What can I do? With all respect, if other members get up, how can I help it? I was already holding the floor when you took the Chair.

MR. DEPUTY-SPEAKER: Ask the question.

SHRI P. G. MAVALANKAR: Before you took the Chair, I was saying that quite frankly the Minister has given not only distressing but very angering replies. The whole difficulty is....

MR. DEPUTY-SPEAKER: We have agreed that there should be no speech.

SHRI P. G. MAVALANKAR: I am coming to the question. My point is that the Minister's reply is not only distressing but delightfully and distressingly vague. I cannot understand....

MR. DEPUTY-SPEAKER: Question?

SHRI P. G. MAVALANKAR: All the previous speakers have spoken for 5 and 7 minutes. My question is this. Is it not fair to expect that this country has a Minister of Education who is a full member of the Cabinet? I cannot understand it when the Minister of Education comes here and says that he is helpless in this regard and that. If he says, as he said a little while ago, that letters have been sent to State Governments, without the supporting strength of Union Finances, what is the good of sending these recommendations? If one of his distinguished predecessors appointed the Kothari Commission, was it merely with a view to having a few more pious desires and wishes on the part of the Government? Teachers here and all over the country are in a very distressing situation. It is no use having repeated speeches from Government saying that teachers are the centre of everything and they would

be looked after. Will the Minister of Education, instead of getting guidance from the Chair, which he was trying to do before you took the Chair, seek guidance from his own colleagues to make the Minister of Education a full-fledged Cabinet Minister?

Secondly there is no point in saying that Government is helpless. After all the majority of State Governments....

MR. DEPUTY-SPEAKER: Order. order. I must shut it now.

SHRI P. G. MAVALANKAR: There is no point in saying that he is helpless. After all, in the majority of States, his party is in power, and a good number of Chief Ministers are nominated by the Prime Minister. This is a nominated democracy (*Interruptions*). Of course, it is a nominated democracy.

PROF. S. NURUL HASAN: If the Constitution leaves me open to the charge of helplessness, I would much rather act in accordance with the Constitution than please somebody and say 'Oh, what a powerful fellow I am'. The powers of Government derive from the Constitution.

MR. DEPUTY-SPEAKER: Order, order. (*Interruption*).

SHRI PILOO MODY: The Constitution has rendered him helpless.

PROF. S. NURUL HASAN: This adjective is with due respect, not quite relevant to the question which has been asked.

SHRI S. B. GIRI rose—

MR. DEPUTY-SPEAKER: Please sit down, Mr. Giri.

PROF. S. NURUL HASAN: The question is one of seeking information as to which States have implemented the recommendations of the Kothari

Commission in respect of the pay-scales of school teachers.

SHRI JYOTIRMOY BOSU: Parity.

PROF. S. NURUL HASAN: That information has been supplied to the hon. Members. I would deeply regret if any Minister of the Central Government were to ignore the Constitution and start issuing directives where the Constitution does not give him the authority to issue the directives.

MR. DEPUTY-SPEAKER: Mr. A. P. Sharma.

SHRI A. P. SHARMA: Sir, this Kothari Commission was appointed by the Central Government, and the Central Government desires and also advises—

SHRI JYOTIRMOY BOSU: I object to this; no speeches should be made.

MR. DEPUTY-SPEAKER: Only questions.

SHRI A. P. SHARMA: My question is this. Since the Kothari Commission has been appointed by the Central Government, and since the Central Government desires or has advised the State Governments to implement the recommendations of the Kothari Commission, I want to know if a particular State or some States do not implement the recommendations of the Kothari Commission, what steps the Central Government propose to take for the implementation of those recommendations.

PROF. S. NURUL HASAN: The only Constitutionally correct procedure for the Central Government would be to hold consultations. Those consultations have been going on and will go on in respect of all measures for educational reform.

SHRI MADHURYYA HALDAR: For the last one hour, the Education Minister has been saying that he is

constitutionally helpless and he is holding discussions with the State Governments to implement the Kothari Commission's recommendations. I want to know from the Minister whether any State Government has asked for more allocation of funds for implementing the Kothari Commission's recommendations in toto and, if so, the details thereof.

PROF. S. NURUL HASAN: Some State Governments have asked for the assistance of the Central Government in order to implement the various measures of reform. In some cases the Central Government has been able to provide assistance and in some other cases the matter is under consideration.

श्री शशि भूषण : प्रध्यक्ष महोदय, मैं मंत्री महोदय से जानना चाहता हूँ कि दिल्ली में 500 साल से आज तक की कमी 12,000 शिक्षक गिरफतार हुए हैं? और उन को दिल्ली पुलिस बरेली, आगरा, बनारस तथा मुख्तरिलक इलाकों में ले जाती है। तो क्या वह केन्द्र का विषय नहीं है? जिस तरह जमीन के बटवारे के लिए फूड प्रेन के टेक ओवर के लिए सेन्ट्रल गवर्नरेंट डाइ-रेक्टिव देती है औफ मिनिस्टर्स को, तो जो दिमागी खाना है जिस की हरियाणा के मूल्य अंती को सब से ज्यादा जरूरत है, क्या उस के लिए आप डाइरेक्टिव देंगे? और अगर नहीं तो कोठारों कमीशन बनाने की क्या जरूरत है? अभी शिक्षा मंत्री जी चंडीगढ़ गए थे। उन्होंने इच्छा जाहिर की थी कि औफ मिनिस्टर टीक्स के साथ बातचीत करें। मैं जानना चाहता हूँ कि औफ मिनिस्टर का टीक्स के साथ बातचीत करने का जो तरीका है क्या उससे यह सन्तुष्ट है, क्या वह तरीका ठीक है? दिल्ली में जो हमारा नेतृत्व है, प्रधान मंत्री दर्शी होम मिनिस्टर है, क्या वह कोशिश करेगा कि यह मसला हल हो और इसके

लिए कल्याण डायरेक्टर दिया जाए कि ताकि जो कल्याण हमारे समाज पर सवा है टीचर्स की गिरफ्तारी का, वह धूल सके ?

प्रौद्योगिकी नृशंख हस्तन : डायरेक्टर
वाली बात का मैं जबाब बार बार दे चुका हूँ। हमें डायरेक्टर देने का अखत्यार नहीं है।

श्री शशि भूषण : संविधान बदलिये
अगर आप नहीं दे सकते हैं।

श्री रम्माबत्तार शास्त्री : जो आज देश
में कोठारी कमिशन की सिफारिशों को लागू
करने के लिए शिक्षकों का अन्वेलन चल रहा है,
जिस का सबूत आप यहाँ भी देख हैं,
उसको देखते हुए और माननीय सदस्यों के
असन्तोष को भी भी देखते हुए क्या आप जल्दी
जल्दी बिभिन्न राज्यों के मुख्य मंत्रियों और
शिक्षा मंत्रियों को दिल्ली में केन्द्रीय सरकार
के साथ मिल करके, सम्मेलन करके कोई
रास्ता निकालने की बात सोच रहे हैं ताकि
इतने दिनों से जो भसला अटका पड़ा है और
आगे उभरे नहीं, यह हल हो सके, इसका कोई
हल निकल सके ?

PROF. S. NURUL HASAN : The entire question of changes in the educational system has been recently discussed in September 1972 by the Central Advisory Board which includes all the State Education Ministers. Now, the Kothari Commission, I may respectfully submit, does not refer only to pay scales; it has made voluminous recommendations which cover all aspects of education. Now that we have been given some indication of the amount available, I propose to invite the standing committee of the Central Advisory Board of Education to go into all the problems connected with educational reforms. I also hope that soon after holding that meeting of the standing committee, it will be possible for me to call a full meeting of the Central Advisory Board and then place all the problems which are so vital in

our educational life. Mr. Deputy Speaker, before you occupied the Chair, I quoted from the national policy resolution on education. That is the policy which has been approved by the House and which the Central Government considers to be the correct policy. We shall certainly try to bring our views in the matter to the notice of the Central Advisory Board and try to persuade them to give their support for the implementation of the national policy resolution on education.

MR. DEPUTY-SPEAKER : If questions are short and answers are short too, we shall be able to dispose of this question.

SHRI VASANT SATHE : In view of the fact that the hon. Minister is so anxious about the constitutional provision and is trying to persuade the Ministers by consultation, mutual discussion, will he kindly let us know how long he hopes to take to persuade the Minister of the Haryana State and succeed in persuading Shri Bansi Lal? Till he succeeds in persuading them about Kothari Commission's recommendations, will he stop thinking of other ideas of new reforms in education which will need further persuasion? Will you do one thing at a time and how long?

PROF. S. NURUL HASAN : I am not in a position to give a time-limit to the House. Secondly, educational restructure is an entire package which certainly includes the terms and conditions and status of teachers.

MR. DEPUTY-SPEAKER : I said I am not going to shut out anybody, but still we have to follow a certain norm. Previously it used to be the practice—it is the practice even now—that when one or two members from a particular group or party have asked questions, we think that should be sufficient. But here it seems everybody wants to ask a question.

SHRI BHOGENDRA JHA : Within the limitations provided by the Constitution and from the restraint of this

House, is the minister committing the Government of India today that the Government wants that every State Government should attempt to speedily implement the recommendations of the Kothari Commission and whether the Central Government wants that the Government of Haryana also should resort to the path of negotiation and not repression and to the farthest possible extent attempt to meet the demands of the teachers?

PROF. S. NURUL HASAN: The Central Government would certainly be happy if all the States are able to implement the recommendations of the Kothari Commission not only in respect of pay scales of teachers but also in many other respects. So far as the other questions are concerned, they do not concern me.

SHRI B. V. NAIK: In view of the fact that the disparities in the incomes of Centre and State Services are at the root of this entire conflict of Haryana teachers' strike and their demonstration—the Government of India postman in some States earns twice as much as the primary teacher—what is the minister going to do in the face of the Central Pay Commission which will further hike the emoluments of the Central Services' vis-a-vis the teachers and other State services who are the most ill-treated?

PROF. S. NURUL HASAN: I hope the hon. member does not want me to ensure that the Central Government employees do not get a rise in their emoluments when the situation demands it.

SHRI S. B. GIRI: The Haryana teachers are agitating only for the implementation of the Kothari Commission recommendations. Is it not the responsibility of the Central Government to see that the recommendations of this Commission are effectively implemented by the State Governments? If they are not implemented, is it not the responsibility of the Education Ministry and the Government of India to give a directive to the

Haryana Government to implement them?

MR. DEPUTY-SPEAKER: This question has been asked and answered many times.

SHRI S. B. GIRI: If any State Government does not implement the wishes of the Central Government, what action do the government propose to take?

PROF. S. NURUL HASAN: I have answered this question many times.

श्री नरसिंह मारायन पांडे : क्या शिक्षा मंत्री जी इस बात पर विचार करेंगे कि कोठारी कमीशन की रेकमेंडेशंस का सबाल वित्त से संबंध रखता है और बहुत सी स्टेट्स ने वित्त के बारे में आप को और आप की सरकार को पढ़ लिखे हैं कि इस मामले को सुलझाया जाय जिस से कोठारी कमीशन की सिफारिशें पूरी की जा सकें? यदि हाँ तो क्या मंत्री महोदय निकट भविष्य में मुख्य मंत्रियों की या शिक्षा मंत्रियों की कानफैस दुला कर के कोठारी कमीशन की रेकमेंडेशन को कैसे इम्प्लीमेंट कराना चाहते हैं इस के बारे में उन से बात करेंगे?

MR. DEPUTY-SPEAKER: He has answered that question.

SHRI M. KALYANASUNDARAM: The assurance of the hon. Minister regarding the comprehensive review of the educational policy is irrelevant, so far as this question is concerned. This question relates to the implementation of the recommendations of the Kothari Commission regarding pay scales in several States. The agitated teachers are courting arrest not only in Haryana but in many other States. In Tamil Nadu 2,000 teachers are in jail. Will he get in touch with the Tamil Nadu Government and find a solution for the agitation going on there regarding the implementation of the pay scales?

PROF. S. NURUL HASAN: This matter has not yet been brought to my notice it.

SHRI M. KALYANASUNDARAM: Sir, this has been going on....

MR DEPUTY-SPEAKER: Now that it has been brought to his notice, he will look into it.

श्री रामचन्द्र विकाल में शिक्षा मंत्री जी से एक बहुत मूळम सवाल पूछना चाहता हूँ कि जहाँ उन्होंने अनेक वैधानिक कठिनाइया बताई वित्त आयोग की कोठारी आयोग की नियोजन आयोग की और राज्य सरकारों की केन्द्रीय सरकार राज्य मरकार से आर्थिक सहायता देने के नाते पूछ सकती है या नहीं . (व्यब्धान) मैं यह जानना चाहता हूँ कि हरयाने के अध्यापकों का सवाल देश-व्यापी धीरे धीरे बन रहा है, अभी उत्तर प्रदेश में इजीनियरस की हड्डताल हुई जो अध्यापकों से ज्यादा देतन पाने हैं सिचाई मंत्री जी ने उसमें मध्यस्थिता करके उस हड्डताल को समाप्त कराया। तो केन्द्रीय सरकार का मंत्रिय शिक्षा विभाग को महायता देने के नाते हैं। सिचाई विभाग के मंत्री ने वहाँ जाकर इजीनियरस की हड्डताल को ममाप्त कराया और यह मामला प्राइम मिनिस्टर तक पहुँच गया तो क्या माननीय शिक्षा मंत्री इस हड्डताल को समाप्त कराने का प्रयत्न करेगे ?

MR DEPUTY-SPEAKER We are not concerned with the strike of the electrical engineers.

श्री राम रत्न शर्मा : उपायक महोदय हरयाने के शिक्षकों का मसला देश-व्यापी होता जा रहा है। उत्तर प्रदेश के शिक्षकों में भी इस डिसकॉटमेंट है। मैं केवल यह पूछता चाहता हूँ कि कोठारी आयोग की नियुक्ति

करने में सरकार का कितना पैसा खर्च हुआ ? जब तक उसकी रिपोर्ट आई तब तक सरकार का कितना पैसा खर्च हुआ और उस के बारे में क्या प्राप्तर कसल्टेशन स्टेट्स से नहीं की गई थी ? आज कमल्टेशन की आवश्यकता क्या हुई ? पहले कैसल्टेशन क्यों नहीं की गई ?

PROF S NURUL HASAN I am totally unable to comprehend the purport of the question of the hon. Member. Because the State Governments did want to get expert advice, the Central Government appointed a high-powered Commission to give its views on various problems. The State Governments have been influenced, as I said, several times by the recommendations of the Kothari Commission, including in the matter of pay scales of the teachers.

श्री लालजी भाई : उपायक महोदय मैं यह जानना चाहता हूँ कि कोठारी कमीशन की मिफारिश को लागू करने में हरयाना मरकार को कितनी धनराशि व्यय करनी पड़ेगी ?

PROF S NURUL HASAN I do not have the information.

SHRI P M MEHTA: Will the hon. Minister be pleased to tell us what efforts have been made by the hon. Minister to persuade the Chief Minister of the Haryana State Government, Shri Bansri Lal, about this matter and whether the Central Government is considering any proposition to solve the difficulties of the State Government?

PROF. S. NURUL HASAN I have been holding consultations with the Education Minister of Haryana.

**WRITTEN ANSWERS TO
QUESTIONS**

**Percentage of Increase in Number of
Job-Seekers and Employment
Opportunities**

*242. DR. KARNI SINGH: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) the percentage of increase in the number of job-seekers on the live register of employment exchanges during the last quarter of 1971 and first, second and third quarters of 1972 separately,

(b) the percentage by which employment opportunities increased during the last year; and

(c) the extent of success achieved in generating more employment during the last year?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHU-NATHA REDDY): (a) to (c). A Statement is laid on the Table of the House

At the end of the Quarter	No.of job-seekers on the live register (in 000's)	Percentage increase over the previous quarter
1971	Third . 4929	
	Fourth . 5100	3·5
1972	First . 5248	2·9
	Second 5688	8·4
	Third 6457	13·5

(b) and (c). Precise estimates of the total number of employment opportunities arising in the entire economy are not available. Information about the number of vacancies noti-

fied to Employment Exchanges in the country is as under:—

Year	No. of Vacancies notified (in lakhs)	Percentage over the previous year
1971 . .	8·14	
1972 . .	8·58	5·5

Attention is also invited to the statement laid on the Table of Lok Sabha in reply to Unstarred Question No. 306 answered on 22-2-1973 about employment opportunities during 1971-72 and 1972-73.

Import of Field Cables

243. SHRI P. K. DEO: Will the Minister of DEFENCE be pleased to state:

(a) whether the field cables are being imported; and

(b) if so, from what sources and what is the foreign exchange allocation for this purpose?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and (b). No Sir. The Defence requirements of field cables are being met from our own production. It is not in public interest to disclose the details.

Adoption of Safety Rules in Mica Mines of Koderma Belt

*244. SHRI R. P. YADAV: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether Government are aware that safety rules are not very strictly adopted and enforced in the mica mines of Koderma belt and consequently frequent accidents are taking place; and

(b) whether Government propose to investigate the matter?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) Continuous efforts are being made by the Directorate General of Mines Safety to ensure effective implementation of safety rules in mica mines in Bihar. A statement showing the number of accidents, fatal and serious, is laid on the Table of the Sabha.

(b) The Government keeps constant watch.

Statement

Statistics of accidents in mica mines (Bihar)

Year	No.of accidents		No.of persons	
	Total	Serious	Killed	Seriously injured
1968	2	12	2	12
1969	6	14	8	16
1970	4	16	4	17
1971	2	14	2	15
1972*	3	10	4	10

*Provisional

Strengthening the Research and Development Wing of Defence Department for Self Reliance in Manufacture of Arms and Equipments

*247. SHRI INDRAJIT GUPTA: Will the Minister of DEFENCE be pleased to state:

(a) whether Government have reviewed the role of the Research and Development Wing of the Defence Department with a view to strengthen it further to help in achieving self-reliance in the manufacture of arms and equipments for the armed forces;

(b) if so, what steps are being taken to strengthen the research and development wing;

(c) the total allocation of funds provided for this wing in the defence five year plan; and

(d) whether the funds allotted are fully utilised?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): (a) to (d) A Statement is laid on the Table of the House. [Placed in Library. See No. LT-4425/73].

Sale of Station Wagons by Bolani Ores

*249 SHRI ROBIN SEN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the management of Bolani Ores has sold two-Willys station wagons-registration No. ORJ 930 model 1960, ORJ 1400 Model 1961 and one Willys Jeep ORJ 1966 model 1966 in September, 1972,

(b) if so, the sale price of each vehicle;

(c) whether the vehicles have been purchased by officers of Bolani Ores; and

(d) whether any tenders were called for?

THE MINISTER OF STEEL AND MINES (SHRI S. MOHAN KUMARANGALAM): (a) to (d). A statement is laid on the Table of the House.

Statement

(a) to (c). The management of Bolani Ores Ltd., sold one Willys Station Wagon ORJ. 1400. Model 1958 for Rs. 1054/- to Shri A. Pal Chaudhuri, Assistant Superintendent; one Willys Station Wagon ORJ 930, model 1957 for Rs. 857/- to Shri P. R. Subramaniam, Financial Controller and one Willys Jeep ORJ 1966 Model 1964 for Rs. 4651/- to Shri S. Rajaram, Chief Engineer;

(d) No Sir.

**Proposal for a High-Power Delegation
to Uganda**

*251. SHRI SAMAR GUHA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether General Idi Amin of Uganda has proposed for a visit of a 'High-power' delegation from India to discuss ways of expanding trade relations between the two countries; and

(b) the policy of Government in regard to the offer made by Uganda?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH). (a)

Yes, Sir

(b) The matter is under examination.

Steel Products with Russian Collaboration

*252 SHRI R. P. ULAGANAMBI: Will the Minister of STEEL AND MINES be pleased to state:

(a) the name of steel projects which have been completed or are under construction in collaboration with the Soviet Union;

(b) the total cost, actual or estimated, of each project and the extent of financial and technical assistance given by the Soviet Russia project-wise; and

(c) the names of projects which have not been, or are not likely to be completed according to the scheduled time and the delay involved in each case?

THE MINISTER OF STEEL AND MINES (SHRI S. MOHAN KUMAR AMANGALAM):

(a) to (c). A statement is laid on the Table of the House.

Statement

(a) Bhilai Steel Plant and Bokaro Steel Plant.

(d) Details are as under:—

	Total cost	Financial assistance (loan) by USSR
	Rupees crores	Rupees crores
(i) Bhilai Steel Plant (2.5 million tonnes ingots)	353.55	125.44 (in foreign exchange)
(ii) Bokaro Steel Plant (1.7 MT ingot Stage)	758.4	176.6 (in foreign exchange)

Apart from the above, for the expansion of Bokaro Steel Plant from 1.7 million tonnes to 4 tonnes, which is estimated to cost about Rs. 513 crores, the Government of the USSR have extended a loan of Rs. 70.80 crores (in foreign exchange). Assistance by way of loan for the further expansion of Bhilai Steel Plant from 2.5 to 4 million tonnes will also be forthcoming from the Soviet Union.

The Government of the USSR have also rendered technical assistance by way of preparation of Detailed Project Reports, in the construction and operation of the plants and in training of Indian Engineers in USSR for the plants.

(c) As far as the Bhilai Steel Plant (2.5 million tonne stage) is concerned, there were, as compared to the schedule, delays in the commissioning of major units like coke ovens, blast furnace, steel melting shop, finishing mills, etc. ranging from a few months to more than a year.

As per schedule laid down over three years back, the construction of Bokaro-

Steel Plant (17 MT Stage) is to be completed by March 1973 and the commissioning of various units 3 to 6 months thereafter. The First Blast Furnace Complex was commissioned in October, 1972 i.e., about three months behind schedule. Various other units, including Steel Melting Shop, are expected to be commissioned during the current year.

मेंगनीज खाद श्रमिकों के लिए कल्याण कोष योजना

* 255. श्री रुद्धि अध्यक्ष .

क्या अब और पुनर्वास मंत्री यह बताने की क्रपा करेगे कि

(क) मेंगनीज खदानों के श्रमिकों के लिए 'कल्याण कोष' बनाने में विलम्ब होने के क्या कारण हैं,

(ख) क्या इस कोष को बनाने का निश्चय 15 वर्ष पूर्व किया गया था लेकिन अभी तक कार्यान्वित नहीं किया गया है, और

(ग) क्या निजी क्षेत्र के माननीय उद्याग परित उक्त कोष के बनाये जाने के विरुद्ध परकार पर दबाव डाल रहे हैं?

अब और पुनर्वास मंत्री (श्री रुद्धि रेडी) : (क) से (ग). ऐसा समझा गया था कि मेंगनीज पर उपकर लगाने में बहुत ही प्रतियोगी बाजार में मेंगनीज के नियंत्रण पर बुरा प्रभाव पड़ सकता है। मेंगनीज खदानों के श्रमिकों के लिए कल्याण निधि की स्थापना करने में विलम्ब का यह मुख्य कारण था। अब डूप मामले पर फिर से विचार किया गया है और उसकी तेजी से पैरवी की जा रही है।

E.S.I.C. Hospitals

* 256 DR KAILAS. Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) the number of Employees State Insurance Corporation hospitals for general diseases and for TB and the total indoor strength in these hospitals in the country,

(b) the number of indoor beds reserved in Government Municipal and voluntary hospitals for the Insured workers,

(c) the expense per day per bed in the Employees State Insurance Corporation hospital since 1972, and

(d) what the Employees State Insurance Corporation pay per day per bed for the beds reserved in Government Municipal and voluntary hospitals?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY) (a) to (d) A statement is laid on the Table of the Sabha

Statement

The Employees State Insurance Corporation have furnished the following information —

(a) Description of hospitals	No of Hospitals	Bed strength
(i) General and Maternity diseases	39	5,299
(ii) TB (Chest diseases)	7	1,000
(iii) General and TB combined	5	1,306
(i, ii, iii) General and TB	140	
TOTAL	51	7,605

In addition, there are 24 ESI Annexes having a total bed strength of 442 (160 General beds and 282 TB Beds)

(b) 2,904 beds

(c) The average cost per bed per day in Employees' State Insurance hospitals during the financial year 1971-72 was Rs. 20/-approximately.

(d) The payment ranges between Rs. 5 and Rs. 12 per bed per day.

भारत पाकिस्तान और बंगला देश का शिखर सम्मेलन

* 257. श्री जिव कुमार शास्त्री : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत, पाकिस्तान और बंगलादेश का शिखर सम्मेलन होने की कोई सम्भावना है ;

(ख) क्या इस दिग्गज में किसी देश ने कुछ प्रयत्न भी किये हैं; और

(ग) इस संबंध में मरकार की क्या प्रतिक्रिया है ?

विदेश मंत्री (श्री स्वर्ण सिंह) : (क) जो नहीं। किनहाल कोई नहीं

(ख) इस बारे में मरकार के पास कोई प्रस्ताव नहीं आया है।

(ग) प्रश्न नहीं उठता।

Reorganisation of Ordnance Factories into one Organisation

258. SHRI R. S. PANDEY Will the Minister of DEFENCE be pleased to state:

(a) whether there is a plan to re-organise the set up of all the Ordnance factories in the country to bring them into one organisation; and

(b) if so, main features thereof?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE. (SHRI VIDAYA CHARAN SHUKLA): (a) The Ordnance Factories are already under one Organisation i.e. the Directorate General of Ordnance Factories.

(b) The question does not arise.

दानापुर छावनी बोर्ड का चुनाव

* 259. श्री रामाकृष्ण शास्त्री : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दानापुर छावनी बोर्ड का चुनाव सन् 1973 में होने वाला है ;

(ख) यदि हाँ, तो क्या दानापुर छावनी बोर्ड ने 10 जनवरी की अपनी बैठक में बोर्ड नं० 5 की अनुसूचित जाति निर्वाचन लोक बनाने की सिफारिश की है ; और

(ग) यदि हाँ, तो इस पर सरकार की क्या प्रतिक्रिया है ?

रक्षा मंत्री (श्री जगजीवन राम) :

(क) और (ख). जी हाँ, श्रीमान् :

(ग) मामला विचाराधीन है।

Third Wage Board for Working Journalists

*260 SHRI S M BANERJEE Will the Minister of LABOUR AND REHABILITATION be pleased to refer to the reply given on the 22nd February, 1973 to Unstarred Question No 482 on Third Wage Board for Working Journalists and state

(a) whether discussions with representatives of employees and employers in the newspaper industry have concluded, and

(b) if so, outcome thereof?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY) (a) and (b) Discussions were held on the 24th and 27th February, 1973. The representatives of employers will be sending their considered views by 31st March, 1973

World supply and demand for energy water and minerals discussed in the UN Committee on Natural Resources

2401 SHRI M S SIVASWAMY Will the Minister of EXTERNAL AFFAIRS be pleased to state

(a) whether the United Nations Committee on Natural Resources at its Third Session held on the 6th February 1973 in New Delhi had discussed the questions concerning the world supply and demand for energy, water and minerals and

(b) if so the outlines thereof and the decisions arrived at?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) (a) Yes, Sir The 3rd session of the United Nations Committee on Natural

Resources considered the subject of projections of natural resources reserves, supply and future demand

(b) The Committee agreed that a report should be prepared with a view to establishing standard methodologies for such projections on an internationally comparable basis. India proposed the holding of an international symposium on energy policy and planning techniques and further recommended that the U N establish a panel of experts to provide advice on the more sophisticated techniques of energy planning for the benefit of the developing countries. These as well as suggestions made by other delegations will be considered in future meetings of the U N Economic and Social Council

हैबी इंजीनियरिंग कारपोरेशन मे अनुसूचित जातियों तथा अनुसूचित जनजातियों की शिकायतों को दूर करने के लिए कक्ष

2404. श्री एम० एस० पुरती : क्या भारी उद्योग मक्की यह बताने की कृपा करेगे कि

(क) क्या हैबी इंजीनियरिंग कारपोरेशन मे अनुसूचित जातियों तथा अनुसूचित जनजातियों की शिकायतों को दूर करने के लिए कोई कक्ष नहीं है ; और

(ख) याद हा, सरकार की इस पर क्या प्रतिक्रिया है ?

भारी उद्योग मंत्रालय में उप-मंत्री (श्री सिंदौष्ठवर प्रसाद) : (क) जी, नहीं। इस विषय पर सरकार के निर्देश के अनुसार भारी इंजीनियरिंग निगम मे एक सम्पर्क अधिकारी के अधीन एक कक्ष खोला गया है जिसका

काम अनुसूचित जातियों और अनुसूचित जन-जातियों की शिकायतों और अध्यादेवनों का शोत्र निराशन मुनेश्वित करना है।

(ब) प्रश्न नहीं उठा।

हेड़ी इजोनियरिंग कारपोरेशन में अनुसूचित जन-जातियों तथा अनुसूचित जातियों के लिए पदों का आवधण

2403. श्री एम० एस० पुरतो : क्या भारी उद्योग मत्ती यह बनाने की कृपा करेगे कि-

(क) क्या मरकार ने हेड़ी इजोनियरिंग कारपोरेशन को निर्देश दिये हैं कि वह नियोजन कार्यालयों को सूचना देते समय अनुसूचित जन-जातियों तथा अनुसूचित जातियों के लिए प्रत्येक श्रेणी में आरक्षित पदों की संख्या भी बनाये, और

(ख) यदि हा, तो इसका व्यौरा क्या है?

भारी उद्योग मंत्रालय में उपमंत्री (श्री विजेष्वर प्रसाद) : (क) जी, हा।

(व) अनुसूचित जातियों और अनुसूचित जन-जातियों से सम्बन्धित सभी खित पदों के बारे में स्थानीय अथवा क्षेत्रीय रोजगार कार्यालयों को अधिसूचित किया जाता है। विज्ञापनों की प्रतिया भी स्थानीय अथवा क्षेत्रीय रोजगार कार्यालयों को भेजी जाती है। जब स्थानीय रोजगार कार्यालय उम्मीदवारों को नामित करने में असमर्थ होता है तब वह

इन रिक्तियों को सूचना रोजगार कार्यालयों के महानिदेशक को भेजता है जिसके पास सारे देश में रोजगार कार्यालयों में रजिस्टर्ड अनुसूचित जातियों और अनुसूचित जन-जातियों के उम्मीदवारों की सूची होती है।

Utilization of Services of Retired Armed Forces Personnel for Nation Building Activities

2404 SHRI BISHWANATH JHUNJHUNWALA Will the Minister of DEFENCE be pleased to state

(a) whether a very large number of defence personnel retire every year in good health who can be better utilised for nation building activities, and

(b) the total number of defence personnel from all the three wings that retire every year and whether Government have formulated any scheme to ensure that their services are properly utilised?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J B PATNAIK) : (a) Yes, Sir.

(b) On an average, over 55,000 Defence personnel retire every year. A many-sided programme for their utilization in civilian life is under implementation, this includes employment in civilian jobs and engagement in industrial commercial and agricultural activities.

Bauxite Deposits

2405 SHRI AMBESH Will the Minister of STEEL AND MINES be pleased to state

(a) the places, State-wise, where Bauxite is available; and

(b) the extent of the deposits and the quality of Bauxite found there?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) and (b) As a result of investigations carried out by the Geological Survey of India, the reserves of bauxite with above 45 per cent alumina content estimated so far in different parts of India are of the order of 31.24 million tonnes in Ranchi, Palamau and Monghyr districts Bihar, 7.17 million tonnes in Goa, 44.05 million tonnes in Bhavnagar, Amreli, Junagadh Jamnagar, Kutch and Kora districts Gujarat, 2.61 million tonnes in Poonch Riasi Sectors Jammu & Kashmir, 2.94 million tonnes in Cannanore, Alleppey and Quilon districts Kerala, 52.98 million tonnes in Shahdol Mandla Bilaspur Surguja, Raigarh, Balaghat and Jabalpur districts, Madhya Pradesh, 66.19 million tonnes in Kolhapur, Koliba Ratnagiri and Thana districts, Maharashtra, 16.43 million tonnes in Belgaum North and South Kanara and Chicmaglur districts Mysore, 14.93 million tonnes in Koraput, Kalahandi, Bolangir and Sambalpur district Orissa, 8.18 million tonnes in Salem, Madurai and Nilgiri districts Tamil Nadu and 2.22 million tonnes in Banda district Uttar Pradesh. Provisional reserves of about 10 million tonnes of bauxite have been estimated in Vishakhapatnam district, Andhra Pradesh. Investigations for bauxite are in progress in Cannanore district of Kerala, Ranchi and Palamau districts of Bihar Rewa and Balaghat districts of Madhya Pradesh, Jamnagar and Junagadh districts of Gujarat, Koraput district of Orissa, Ratnagiri district of Maharashtra and Varanasi, Mirzapur and Banda districts of Uttar Pradesh. Investigation for bauxite in East Godavari, Nellore and Ongole districts, Andhra Pradesh will be taken up shortly.

गणतंत्र दिवस परेड 1973 पर हुआ व्यय

2406. श्री हुकम चन्द्र कछवाल :

क्या रक्षा मंत्री यह बताने की हृषा करेगे कि :

(क) गणतंत्र दिवस परेड, 1973 पर कुल कितना व्यय हुआ है, और

(ख) क्या इस वर्ष परेड पर हुआ व्यय गत वर्ष की तुलना में अधिक है ?

रक्षा मंत्री (श्री जगजीवन राम) :

(क) और (ख) दिल्ली 1972 की गणतंत्र दिवस परेड (मलामी उड़ानों को छोड़ कर) पर केन्द्रीय सरकार द्वारा लगभग 17.9 लाख रुपये व्यय किया गया था। गणतंत्र दिवस परेड, 1973 में हुए व्यय के सम्बन्ध में लेखों का सकलन किया जा रहा है।

Proposal to build a separate naval dock yard at Cochin

2407 SHRI VAYALAR RAVI Will the Minister of DEFENCE be pleased to state

(a) whether there is any proposal to build a separate Naval Dock Yard at Cochin, and

(b) if so the main features thereof and the time by which it is expected to be completed?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) No, Sir

(b) Does not arise

Visit by Crown Prince of Afghanistan

2408. SHRI RAGHUNANDAN LAL BHATIA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Crown Prince of Afghanistan paid a visit to India recently; and

(b) the steps being taken to improve Indo-Afghan relations in the field of external affairs and trade?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) Yes, Sir. The visit took place in the month of December, 1972.

(b) Our relations with Afghanistan are extremely friendly and cordial. Both countries have a common approach to many world issues and are working together in the non-aligned and other world forms. Both countries are working for regional co-operation and durable peace in the area.

With a view further to strengthen our bilateral economic and cultural cooperation, the two countries established in 1969 a Joint Commission at Ministerial level and a number of projects have been implemented, while others are in progress.

India's trade with Afghanistan is regulated in accordance with a Trade Agreement which is concluded from year to year. In the year 1971-72, the volume of trade between our two countries amounted to Rs. 14.64 crores. The trade is on the increase and the figures for the period April to August 1972, show that it had reached Rs. 18 crores during those five months.

Visit by Foreign Minister of Spain

2409. SHRI RAGHUNANDAN LAL BHATIA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Foreign Minister of Spain paid a visit to India in December 1972;

(b) if so, the nature of discussions held; and

(c) the salient features of the decisions arrived?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH):

(a) Yes, Sir.

(b) and (c). The talks surveyed the international scene with special emphasis on recent developments in Europe and in the Indian subcontinent. They also covered matters of bilateral interest and Indo-Spanish trade and cooperation. Copies of the Joint Communiqué issued at the end of the talks, indicating the agreements reached, are placed on the table of the House. [Placed in Library. See No. LT-4426/73].

Industrial Potential of Bharat Aluminium plant at Korba.

2410. SHRI RANABHADUR SINGH: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether his Ministry has announced at Korba that the Bharat Aluminium Company's plant at Korba in Bilaspur District would start production of Aluminium from March this year;

(b) if so, its cost, production; and

(c) the concessions being given to industrialists for encouraging them to launch their units in Korba?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) The first phase of the Korba (MP) Aluminium Project viz. the Alumina Plant is expected to be commissioned in April 1973. The second phase of the Project viz. the Smelter is expected to be commissioned in phases commencing from the end of 1974.

(b) The total capital cost of the 2,00,000 tonnes per annum Alumina Plant is estimated at Rs. 39.19 crores. The cost of Korba Smelter and Fabrication facilities is estimated at about Rs. 152 crores. The Smelter capacity would be 1,00,000 tonnes of aluminium metal per annum.

(c) Sufficient scope for ancillary units at Korba will arise only when the chlorine plant of the Project is commissioned in 1974.

सरकारी क्षेत्र के इस्पात संयंत्रों में इस्पात का उत्पादन

2411. श्री भालीरथ भंकर : क्या
इस्पात धीर लाल मंदी यह बताने की
कृपा करेंगे कि : पिछले दो वर्षों के दीरान
सरकारी थोक के प्रत्येक इस्पात संयंत्र में
कितने इस्पात का उत्पादन किया गया ?

इस्पात और जाति मंत्रालय में उप-मंत्री
(वी तुबोब हंतवा) : हिन्दुस्तान
 लिमिटेड के प्रधीन सरकारी क्षेत्र के प्रत्येक
 इस्पात कारखाने में 1970-71 तथा 1971-
 72 और प्रैरिल 1972 से फरवरी
 1973 की अवधि में इस्पात पिण्ड तथा
 विकल इस्पात का उत्पादन निम्नलिखित
 था :—

(हजार टन)

मिलाई	दुर्गपुर राजरकेला
इस्पात	इन्पात इस्पात
संयंव	संयंव संयंव

४५८

1970-71	1940	634	1038
1971-72	1953	700	823
प्रैल, 72 से	1895.5	638.4	1060.1
करवारी, 73*			

तक (11 मास)

विषय शब्दालं

1970-71	1549	413	684
1971-72			
अप्रैल, 72 से	1568	432	597
फरवरी, 73*			
तक (11 मास)	1570.4	418.4	684.2

*प्रस्तावी ।

Setting up of Mineral Exploration Corporation

2412. SHRI MUHAMMED SHERIEF:
Will the Minister of STEEL AND
MINES be pleased to state:

(a) the powers and functions of the Mineral Exploration Corporation set up in the public sector, and

(b) its composition?

**THE DEPUTY MINISTER IN THE
MINISTRY OF STEEL AND MINES
(SHRI SUKHDEV PRASAD):** (a) The
functions of the Mineral Exploration
Ltd. are, to plan, promote, organise
and implement programmes for an ex-

peditious exploration of the country's mineral resources, on both promotional and commercial basis, so as to reduce the present time lag between discovery of mineral deposit and its exploration To achieve these objectives the Corporation will carry out *inter-alia* (i) geological, geochemical and geophysical surveys, drilling and exploratory mining prospecting operations to prove reserves or minerals, (ii) detailed exploration by drilling and exploratory-cum-production mining of prospects for handing over to exploiting agency for commencing production without delay and to prepare feasibility reports on prospects etc in consultation with exploiting agencies

(iv) undertake contract jobs in mineral exploration outside India either for an Indian Company or a Foreign Company or Government

The Corporation has basically the same powers as enjoyed by other autonomous public sector corporations A detailed enumeration of the objects and powers of the Corporation is given in Memorandum and Articles of Association of the Corporation a copy of which is available in the Lok Sabha Library

(b) The Managing Director of the Corporation in consultation with the duly constituted Board of Directors appointed/nominated by the Government from time to time conducts the business of the Corporation The Managing Director is assisted by Chiefs in the disciplines of Geology, Mining Drilling, Chemistry etc and scientific, technical and administrative personnel initially drawn from the Geological Survey of India

भारतीय वायुसेना के विमान का लापता हो जाना

2413. श्री हुकम चन्द्र कछवाय :
श्री आर० बी० बड़े :

क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय वायुसेना का एक डकोटा विमान, जो फरवरी, 1973 में आसाम के किसी भाग में रसद गिराने के काम में लगा था, ला पता हो गया था ,

(ख) उसमें कितने व्यक्ति सवार थे, और

(ग) लापता विमान का पता लगाने के लिए की गई खोज के क्या परिणाम निकले है ?

रक्षा मंत्री (श्री जगजीवन राम) :

(क) जी, हा श्रीमान् ।

(ख) आठ ।

(ग) उसकी सधन खोज वायुमार्ग से नथा भूमि पर की गई है किन्तु युसे हुए डकोटा का पता अभी तक नहीं चल पाया है । एक जांच अदालत के लिए आदेश जारी कर दिये गये है । उसकी कार्यवाही को अभी तक अन्तिम रूप नहीं दिया गया है ।

Indian Repatriates from Uganda

2414 SHRI ROBIN KAKOTI Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) the total number of persons who came to India from Uganda upto the end of 1972,

(b) the total number of persons rehabilitated, State-wise; and

(c) the total amount spent on rehabilitation of these people?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATH REDDY): (a) From 15th August, 1972 upto the end of 1972, 9,622 persons (holding passports of different countries, or stateless) had arrived in India from Uganda.

(b) and (c). A scheme for the rehabilitate of the repatriates holding Indian passports is receiving active consideration. Further steps will be taken when it is finalised.

500 packs with 45 per cent deletions will be shipped by the end of March, 1973 and the remaining 1,500 packs in April-May, 1973.

Import of Tractors from Czechoslovakia

2415. SHRI R V. BADE: Will the Minister of HEAVY INDUSTRY be pleased to refer to the reply given to Unstarred Question No 3985 on the 30th August, 1972 and state:

(a) the number of tractors imported with 32.5 per cent deletions out of 4,000 and the numbers imported with 45 per cent deletions out of 2,000 tractors upto January, 1973; and

(b) whether all these tractors will be imported before the 31st March, 1973 according to the contract signed with Czechoslovakian firm on the 3rd March, 1972?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD):

(a) 1,500 packs with 32.5 per cent deletions have been imported by HMT upto 31st January, 1973. No pack with 45 per cent deletions has so far been imported by them.

(b) 2,000 more packs with 32.5 per cent deletions are expected to be received upto 31st March, 1973. The remaining 500 packs of this category are expected to be shipped by the end of March 1973.

People employed in Ordnance Factories

2416 SHRI S. D. SOMASUNDARAM Will the Minister of DEFENCE be pleased to state the number of people employed in ordnance factories?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): The number of people (both officers and other categories) employed in 28 Ordnance and Ordnance Equipment Factories and also Heavy Vehicles Factory, Avadi and Accelerated Freeze Drying Factory, Hazarapatpur, as on 31-7-1972 is 1,45,272

Value of Defence output

2417 SHRI S D SOMASUNDARAM Will the Minister of DEFENCE be pleased to state the value of defence output during 1970-71, 1971-72, and 1972-73.

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): A statement is attached.

Statement

VALUE OF OUTPUT IN CRORES OF RUPEES

Year	Ordnance Factories Under D.G.O.F.	H.V.F.	AFD Fy.	Defence Public Sector Undertakings	Total
1970-71	.	94.28	14.02	1.00	99.41 208.71
1971-72	.	161.83	18.50	1.71	99.69 281.73
1972-73	.	162.00	24.50*	1.98*	122.01* 311.49*

*Anticipated value.

Assistance given under I.T.E.C. Programme during 1971-72 and 1972-73

2418. SHRI S. D. SOMASUNDARAM: Will the Minister of EXTERNAL AFFAIRS be pleased to state the amount of assistance given by India under the Indian Technical and Economic Cooperation Programme during 1971-72 and 1972-73?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): The amount of assistance given by India under the Indian Technical and Economic Co-operation Programme during 1971-72 was Rs. 64.87 lakhs. The amount of assistance given under the Programme during 1972-73 upto the end of November, 1972 was Rs. 39.67 lakhs. Information regarding the amount incurred from December, 1972 to-date has not been received from all the disbursing organisations, but the total amount of assistance during 1972-73 under I.T.E.C. is likely to be Rs. 73 lakhs.

Compensation for two Indian Women killed in car accident in Sydney

2419. SHRI JAGANNATH MISHRA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether two Indian women were killed in a car accident while they were on a sight-seeing tour in Sydney; and

(b) if so, the facts of the accident and the steps taken to secure compensation for the dependents of the deceased?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) and (b). On 16th Febr-

uary 1973, one Mrs. Daphtry informed the Consulate General of India, Sydney, over the telephone that she and some other Indians travelling in a car had met with a serious accident in Bathurst Town, 130 miles away from Sydney. Two ladies had succumbed to their injuries while two other persons with serious injuries had been hospitalised and were receiving proper medical attention. Mrs. Daphtry and one other person had received only minor injuries

Our Consulate General rendered all possible help in getting the body of Mrs. Gladys Mary Alvares embalmed and despatched by Air India to Bombay. The body of the other deceased Indian lady, Mrs. Doris Brown, was claimed by her son residing in Australia. Our Consulate General requested the concerned Australian authorities for a detailed report on the accident as well as a copy of the police investigation report. The question of seeking compensation for the dependents of the deceased will be considered on receipt of this information.

The Indian party had gone to Australia to attend the International Eucharistic Congress held in Melbourne from 18th to 25th February, 1973.

Teaching of Hindi Language in Universities of U.S.A., West Germany, Belgium, U.S.S.R., Japan and U.K.

2420. SHRI NARENDRA SINGH: SHRI HUKAM CHAND KACHWAI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state as per information of Government of India, in how many Universities of U.S.A., West Germany, Belgium, U.S.S.R., Japan, U.K. and of other countries Hindi language is being taught?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): Information is being collected and will be placed on the Table of the House.

Meeting of Trade Unions of Imperial Chemical Industries

2421 SHRI SAMAR MUKHERJEE
Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether the attention of Government has been drawn to the Resolution adopted at the 2-day meeting convened by the representatives of the different Trade Unions in the various factories of the Imperial Chemical Industries in India held at Bombay on the 16th and 17th January, 1973

(b) if so, the contents thereof, and
(c) the reaction of Government thereto?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHIA REDDY) (a) to (c) Information is being collected

Execution of work by Indian Power Consortium

2422 SHRI M K KRISHNAN
SHRI DINESH JOARDER

Will the Minister of HEAVY INDUSTRY be pleased to state

(a) the scope of work envisaged for the Indian Power Consortium in the field of Power Development,

(b) when this Consortium came into existence;

(c) the jobs currently undertaken by the Consortium, and

(d) the total turn-over of business executed by it during the last year?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD)

(a) The object of ICPP is to carry on, in India and abroad, any kind of business relating to supply of entire equipment required for electric power projects and ancillary services and, in

particular, to take up contracts for design, manufacture, inspection supply, erection and commissioning of various kinds of electrical equipment for the above purpose, on a turnkey basis or otherwise, by utilising the facilities available with the member companies or from any other source wherever necessary

(b) The Consortium was registered as a company on 28th June, 1969

(c) The Consortium is currently executing three export contracts and five domestic contracts—of the aggregate value of over Rs 35 crores

(d) The total turn-over of business executed during 1971-72 was Rs 76 lakhs

Idle capacity in Wagon Building Industry

2423 DR H P SHARMA Will the Minister of HEAVY INDUSTRY be pleased to state

(a) whether the country's wagon-building industry is not able to supply the requirements of the Indian Railways for new wagons, if so, the present estimated annual requirements and the actual shortfall,

(b) the present wagon production capacity installed in the country and how far it remained idle during the past three years, and

(c) the steps contemplated to supply the railways' requirements to the full?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD)

(a) The wagon requirements for Indian Railways are calculated for a five year Plan Period. The requirement during the fourth plan period is about 68,776 wagons in terms of four wheelers against which the production is expected to be 62,968 5 wagons.

(b) The present installed capacity for manufacture of wagons is 33,869 Nos of wagons in terms of four wheelers. The idle capacity during the last three years is as under:

1970—68 per cent

1971—70 per cent

1972—73 per cent

(c) The following steps have been taken to increase the utilisation of idle capacity of wagon industry—

- (i) Adequate advance orders have been placed
- (ii) Short-fall in indigenous availability of steel and wheel-sets is being imported by Railways to meet the enhanced production
- (iii) Timely supply of important wagon components like central buffer couplers, roller bearing axle boxes is being arranged with a view to matching the production

Loss incurred by industries due to strikes and lockouts

2424 SHRI D B CHANDRA GOWDA Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) the loss ascertained by Government due to the strikes, lock-outs and accidents in Indian industry in the country during 1971-72; and

(b) the measures Government have adopted to prevent such activities which are putting loss to Government?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHU-NATHA REDDY) (a) According to available information, the number of disputes (strikes and lockouts) and the

value of production lost during 1971 was as follows.

Year	No. of disputes (strikes and lock-outs)	Value of production lost (in crores of rupees)		
			1	2
1971	2,752	Rs 90 54(1,659)	—	—

Figures in bracket in column (3) indicate the number of cases to which the figures relate

According to available provisional information the number of mandays lost due to accidents in factories during 1971 was 35 53 lakhs

(b) It has been Government's aim to minimise work-stoppages due to strikes and lockouts through informal mediation conciliation adjudication or arbitration as necessary under the existing statutory provisions and voluntary arrangements. Government have also been holding discussions with the interests concerned to evolve agreed measures to secure improvements in the industrial relations system. As for prevention of industrial accidents the safety requirements laid down in the State Factory Rules framed under the Factories Act are being enforced, constantly reviewed and improvements effected where necessary. Steps are being taken to strengthen the Factory Inspectorate to the extent practicable. Efforts are also being made to impart education and training on safety measures

Release of Pakistani Journalists in Indian Custody

2425 SHRI H M PATEL Will the Minister of EXTERNAL AFFAIRS be pleased to state

(a) the particulars of Pakistani Journalists in Indian custody;

(b) the various factors preventing their release; and

(c) whether any communication has been received from Pakistan in this regard and if so, the gist thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) There are 6 Pakistani journalists, 1 camera man and 7 employees of the Pakistan T.V. Corporation who came under protective custody of the joint command of Indo-Bangladesh forces in the Eastern Sector.

(b) In view of the fact that these persons came under the protective custody of the joint command of Indo-Bangladesh forces in the Eastern Sector along with other civilian internees, they cannot be treated on a different footing. It may be mentioned that a large number of Bengali journalists are also stranded in Pakistan who are not being permitted to leave for Bangladesh by Pakistan Government.

(c) No formal communication has been received on this subject from Pakistan.

झाका (बिहार) में बीड़ी व्यापार में मन्दी

2426. श्री एस० एस० पुरसी : क्या अम् और पुनर्जीवन मंडी यह बताने की कृपा करेंगे कि :

(क) झाका (बिहार) में बीड़ी व्यापार में मन्दी आ जाने के परिणाम स्वरूप लगभग 40 हजार मजदूर बेकार हो चुके हैं; और

(ख) यदि हाँ, तो स्थिति का सामना करने के लिए सरकार ने क्या उपाय किये हैं ?

3672 LS—।

अम् और पुनर्जीवन मंडी (श्री रघुनाथ रेड्डी) : (क) और (ख). अपेक्षित सूचना एकत्रित की जा रही है और सभा की मेज पर रख दी जाएगी।

Suspension of work in quarries in Delhi

2427. SHRI JYOTIRMOY BOSU: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether work has been suspended in 200 quarries in Delhi since the 22nd December, 1972;

(b) whether about 10,000 quarry workers have been forced out of work and are passing each day in great fear of hunger and starvation; and

(c) if so, the steps, if any, being taken in this regard?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) Work was suspended in 35 pits in the Quarries of M/S. Kiran Pal & Co. Delhi on 22nd December, 1972 and not in 200 quarries.

(b) About 2,000 workers and not 10,000 workers were out of job due to suspension of work in those pits. No reports of starvation of any one have been received.

(c) After ensuring adequate safety measures, work has been resumed in 4 pits and 315 workers are working now. The management of other pits have been advised to introduce adequate safety measures in other quarries so as to enable them to resume work.

Death of five persons in Badarpur Quarry

2428. SHRI KRISHNA CHANDRA HALDER: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether five persons were buried alive on the 29th January, 1973 in Badarpur quarry (Fatehpur Bari) Delhi;

(b) if so, the causes for their death; and

(c) whether Government have made any enquiry into this tragedy and if so, the result thereof?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHU-NATHA REDDY): (a) No.

(b) Does not arise.

(c) The matter was enquired into by an Officer of Directorate General of Mines Safety. According to his report, someone telephoned Mehrauli Police Station at 17.50 hours on 29th December 1972 that five persons were buried at the quarry. This was immediately verified by the Station House Officer and found to be untrue.

Pak. Displaced Persons lodged in Rajasthan Camps reluctant to go back to Pakistan

2429. SHRI H. M. PATEL: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether the attention of Government has been drawn to a report in 'Times of India' dated the 25th December, 1972 stating that most Pakistani displaced persons in Rajasthan sector lodged in the camps who had crossed over to Barmer district either on foot or on camels are reluctant to go back to Pakistan; and

(b) the reaction of Government in this regard?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHU-NATHA REDDY): (a) Yes, Sir.

(b) Government regard this as essentially a human problem and hope that Pakistan Government will take appropriate measures to create the necessary conditions to enable the affected persons to return to their homes in Pakistan in safety and honour.

Security Arrangements in P.O.Ws' Camps

2430. SHRI S. C. SAMANTA: Will the Minister of DEFENCE be pleased to state whether better security arrangements have been made so that any of the P.O.Ws, in any Camp may not be able to succeed in his escape bid?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): Adequate security arrangements are in force in all the POW Camps to foil any attempt at escape by any prisoner.

Bonus Demand Day in States

2431 SHRI SAMAR MUKHERJEE: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether the 19th January, 1973 was observed by the Central and State Government Employees as demand day for 8.33 per cent bonus;

(b) if so, the States where the day was observed; and

(c) the reaction of Government to this movement of Government Employees?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHU-NATHA REDDY): (a) to (c). Press reports would indicate that meetings were held in different States demanding payment of 8.33 per cent minimum bonus to all Government employees. Such employees stand excluded from the Payment of Bonus Act, 1965 and it is not the intention to change the existing position at present.

फलाइंग अफसर की सुधीर त्यागी का जवाब पता

2432. श्री रामेश्वर प्रश्नाव यादव : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 4 दिसम्बर, 1971 को फलाइंग अफसर श्री सुधीर त्यागी के हन्टर विमान को उस समय लः पाकिस्तानी मिराज विमानों ने घेर लिया था, और उसे लतिग्रस्त करके गिरा दिया था, जब श्री त्यागी ने पेशावर के निकट पाकिस्तानी सैनिक ठिकानों पर आक्रमण किया था और श्री त्यागी को पाकिस्तान ने हिरासत में ले लिया था ; और

(ख) यदि हाँ, तो इस बारे में अब तक सरकार ने क्या कार्यवाही की है ?

रक्षा मंत्री (श्री जगजीवन राम) :

(क) और (ख). फलाइंग अफसर सुधीर त्यागी 4 दिसम्बर, 1971 को दो वायुयानों की संरचना में पेशावर के निकट एक सैनिक हवाई पत्तन पर आक्रमण करने के मिशन पर थे। वह वेस को वापस आने में असफल रहे थे।

अन्तर्राष्ट्रीय रेड क्रास समिति ने माध्यम से पाकिस्तान से प्राप्त सूचना के अनुसार 4 दिसम्बर, 1971 को पेशावर के निकट मार गिराए गए एक भारतीय वायु सेना के वायुयान के भग्नावशेष पाए गए थे। किन्तु पायलट की पहचान नहीं हो सकी थी क्योंकि कोई कागजात या निजी सामग्री प्राप्त नहीं हो सकी थी। फलाइंग अफसर त्यागी को युद्ध बन्दी के रूप में रिपोर्ट नहीं किया गया था और वह

भ्रष्टी भी गुम शुदा की सूची में है। अभी तक अन्तर्राष्ट्रीय रेड क्रास समिति से भी फलाइंग अफसर त्यागी के सम्बन्ध में कोई सूचना प्राप्त नहीं हुई है। तथापि अन्तर्राष्ट्रीय रेड क्रास समिति ने सूचित किया है कि पाकिस्तानी प्राधिकारियों ने इस से भना किया है कि किसी सैनिक कार्रियर को पाकिस्तान में बिना युद्ध बन्दी घोषित किए रखा हुआ है।

Transport and Supply Position of Coal

2433. SHRI S. N. MISRA: Will the Minister of STEEL AND MINES be pleased to state:

(a) the transport and supply position of the coal for public consumption during the last three years;

(b) the price range for these respective periods; and

(c) the expected transport and supply position of the coal in the year 1973 and the possible control price?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) to (c). The daily average number of wagons loaded from different coal-fields during the last three years and also in the current year had been as follows:—

Year	Bengal—Bihar	Outlying fields	Total
1969-70 .	6242	1934	8176
1970-71	5542	2015	7557
1971-72	5647	2183	7830
1972-73 (upto Feb., 73)	5684	2339	8023

The Railways are making continuous efforts to improve the loading from Bengal-Bihar coal fields. The despatches, which are showing an improving trend are likely to improve further in 1973. There has been no control over the price of coal since the 24th July, 1967. During the last 3 years, the prices for the various consumers varied depending on the quality of the coal, the area of production and agreements entered into by the producers with individual consumers.

Military Personnel killed due to Snow Frost in Uttar Pradesh

2434. SHRI PRABODH CHANDRA-
Will the Minister of DEFENCE be pleased to state:

(a) whether certain military personnel have been killed due to snow frost in Pithoragarh District in Uttar Pradesh;

(b) whether these deaths have occurred because there were no strong shelters for our men who were guarding the high altitudes of our frontiers, and

(c) whether any compensation has been paid to the families of the victims and the steps Government propose to take to avoid these tragedies?

**THE MINISTER OF DEFENCE
(SHRI JAGJIVAN RAM)**: (a) No, Sir

(b) and (c). Do not arise.

बंगला देश को बसों की सप्लाई

2435. श्री अमरशाह प्रभान : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत और बंगलादेश के बीच अंतर्राष्ट्रीय को 150 बसें देने के बारे में

हाल में कोई समझौता हुआ है; और

(ख) यदि हा, तो उसकी शर्तों की रूपरेखा क्या है?

विदेश मंत्रालय में राज्य मंत्री (श्री सुरेन्द्रपाल सिंह)। (क) जी हा। 29 जनवरी, 1973 को भारत सरकार और बंगला देश की सरकार के बीच एक ऋण करार हुआ था जिससे कि बंगलादेश की सरकार भारत से 150 बसे खरीद सके।

(ख) इस ऋण की कुल राशि 13,322,000 रु. होगी जिस पर 6 प्रतिशत वार्षिक का व्याज लगेगा। इस ऋण के मूलधन की अदायगी 15 वर्ष में, जिसमें 5 वर्ष की अनुग्रह अवधि भी शामिल है, अर्ध वार्षिक किस्तों में, की जाएगी, ये किस्ते प्रतिवर्ष 30 जनवरी और 31 दिसम्बर, को देनी होगी और अदायगी का क्रम 30 जून, 1978 से शुरू हो जाएगा।

Damage caused to Indian Embassy in Hanoi due to U.S. Bombing

2436 SHRI DASARATHA DEB:
Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the estimated value of the damage caused to the Indian Embassy and staff quarters in Hanoi as a result of the U.S. bombing on the 21st December, 1972;

(b) whether any protest has been lodged with U.S. Government; and

(c) whether any compensation for the loss sustained has been claimed and if so, the reaction of U.S. Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) The need for making such an estimate did not arise as the damage to the buildings was repaired by the DRVN authorities without any obligation for payment on our part.

(b) Yes, Sir. An oral protest was lodged with the U.S. Charge d' Affaires in New Delhi.

(c) No Sir.

मिनी ट्रैक्टरों का निर्माण

2437 डा० लक्ष्मीनारायण पांडेय : क्या भारी उद्घोग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बम्बई की एक फर्म "आटोमेटिव एग्रीकल्चरिस्ट्स" ने मिनी ट्रैक्टर बनाने की योजना बनाई है, और

(ख) यदि हाँ, तो तत्सम्बन्धी मुख्य व्योरा क्या है और इस बारे में सरकार की क्या प्रतिक्रिया है?

भारी उद्घोग बंत्रालय में उप-मंत्री (श्री सिंहेश्वर प्रसाद) : (क) भारी उद्घोग मंत्रालय के मामने इम प्रकार की कोई योजना नहीं आई है।

(ख) प्रस्तुत ही नहीं उठता।

वेश में निर्मित ट्रैक्टर और उनकी कीमत

2438. डा० लक्ष्मीनारायण पांडेय : क्या भारी उद्घोग मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले दो वर्ष के दौरान देश में कितने ट्रैक्टरों का निर्माण किया गया;

(ख) किन-किन कम्पनियों द्वारा शत-प्रतिशत स्वदेशी सामान से ट्रैक्टरों का निर्माण किया जा रहा है और किन-किन कम्पनियों द्वारा विदेशी सहयोग से ट्रैक्टरों का निर्माण किया जा रहा है; और

(ग) गत वर्षों में विभिन्न किस्मों के ट्रैक्टरों (जेटर, फर्मूसन, हिन्दुस्तान, एस्कार्ट, आइशार, फोर्ड और किलोस्कर) की कीमतों में कितने प्रतिशत वृद्धि हुई है और मार्च, 1971 में उनकी कीमत क्या थी और जनवरी, 1973 में उसकी कीमत कितनी है?

भारी उद्घोग मंत्रालय में उप-मंत्री (श्री सिंहेश्वर प्रसाद) : (क) पिछले दो वर्षों में ट्रैक्टरों का निम्नलिखित उत्पादन हुआ :—

1971	16,440	ट्रैक्टर
1972	18,301	ट्रैक्टर

(ख) इम समय कोई भी एक एक 100 प्रतिशत देशी माल से कृषि-ट्रैक्टरों का निर्माण नहीं कर रहा है।

विदेशी सहयोग से निम्नलिखित एक क्रैकरों का निर्माण कर रहे हैं —

- (1) मैं० इन्टरनेशनल ट्रैक्टर एण्ड क० आफ इण्डिया लिमिटेड, बम्बई।
- (2) मैं० ट्रैक्टर्स एण्ड कार्म इक्विप-मेट लि०, भद्रास।
- (3) मैं० एस्कोटर्स लि०, फरीदाबाद।
- (4) मैं० एस्कोटर्स ट्रैक्टर्स लि०, फरीदाबाद।
- (5) मैं० आईशर ट्रैक्टर्स लिमिटेड, फरीदाबाद।
- (6) मैं० हिन्दुस्तान ट्रैक्टर्स लिमिटेड, बड़ौदा।
- (7) मैं० हिन्दुस्तान मशीन टूल्स लि०, पिजौर।
- (ग) जानकारी सभा पटल पर रखे गये, विवरण में दी गई है। [प्रधानमंत्री में रखा गया। देखिए सच्चा LT.—442/73]।

Shortage of Dock Labour at Bombay Port

2439 SHRI INDRAJIT GUPTA
Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether the ship operators have complained of shortage of dock labour at Bombay Port,

(b) whether there is any basis for the complaint, and

(c) if so, whether any steps are being taken to meet the shortage?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY) (a) Yes, Sir

(b) There is no general shortage of dock labour at Bombay, though difficulties sometimes arise due to tempo-

rary seasonal shortages and/or bunching of ships. As against this, on occasions, employment cannot be found on certain days for some of the workers

(c) Adequacy of workers is constantly kept under review by the Bombay Dock Labour Board

Dispensaries Attached to Indian Co-operation Mission, Nepal

2440 SHRI RAJDEO SINGH Will the Minister of EXTERNAL AFFAIRS be pleased to state

(a) the number of dispensaries attached to the Indian Cooperation Mission, Nepal under SPR, EWH and MRM, and

(b) the duties and responsibilities of Pharmacists manning the dispensaries?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) (a) There are ten dispensaries attached to the Indian Cooperation Mission, Nepal, functioning on the MRM (Mahendra Raj Marg—also known as East West Highway). There are no dispensaries of the Indian Cooperation Mission on the SPR (Sonali-Pokhara Road) as the project has since been handed over to His Majesty's Government of Nepal.

(b) The Pharmacists in these dispensaries attend to the medical needs of the officers and staff working on the MRM (East West Highway) Project

Strike by Workers of Cochin Port

2441 SHRI C JANARDHANAN: Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether the dock workers of Cochin port have recently struck work,

(b) if so, what are the demands of the striking workers, and

(c) what steps have been taken to settle the strike?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) The Steamer Supervisors and Assistant Supervisors working under the Steamer Agents of the Cochin Port resorted to 24 hours token strike on the 8th January, 1973.

(b) the main demand related to de-casualisation.

(c) As a result of discussions it was agreed that the parties would work out details and move Government for introduction of decasualisation and that during the interim period rotational booking will be introduced on an informal basis and the workers would get an extra allowance.

Indigenous Production of Power Generation Equipment

2442. SHRI M. RAM GOPAL REDDY: Will the Minister of HEAVY INDUSTRY be pleased to state the reasons for not accelerating indigenous production of power generation equipment?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD): The build-up of capacity for the manufacture of power generation equipment as had been originally planned at the Heavy Electricals (India) Ltd., and the Bharat Heavy Electricals is now at the final stages. Necessary expansions for meeting higher levels of demand are also at various stages of execution. Having taken into account their past experience regarding the delayed and irregular flow of orders from the State Electricity Boards, HE (I) Ltd. and BHEL have drawn up plans for implementation, to maximise production and achieve optimum levels of capacity at all the units in the shortest possible time. In respect of the generation equipment where the order book is not full due to the delay in placement

of orders by the State Electricity Boards, BHEL and HEIL are taking advance action to produce the equipment in the expectation that orders would be secured in the near future. Other areas where special attention is being given are materials planning, manpower planning and streamlining of systems and procedures. It is expected that these steps would accelerate indigenous production of power generation equipment.

भारतीय भू-विज्ञान सर्वेक्षण विभाग और राज्य संगठनों के बीच कार्य का विभाजन

2443. श्री मूलदास दासा : क्या इस्पात और साल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 10 सितम्बर, 1970 को भू-विज्ञान प्रोग्रामिंग बोर्ड की पांचवीं बैठक में यह निर्णय किया गया था कि भारतीय भू-विज्ञान सर्वेक्षण विभाग और राज्य संगठनों के बीच कार्य विभाजन के लिए मार्गदर्शी सिद्धान्त का होना आवश्यक है;

(ख) यदि हां, तो इस निर्णय को किस रूप में कियान्वित किया गया है; और

(ग) यदि कियान्वित नहीं किया गया है, तो इसके क्या कारण हैं?

इस्पात और साल मंत्रालय में उप-मंत्री (श्री मुलदेव प्रसाद) : (क) जी, हां।

(ब) भारतीय भू वैज्ञानिक सर्वेक्षण के पश्चात् वर्ती क्षेत्रीय कार्यक्रम तैयार किए गए थे और भू वैज्ञानिक कार्यक्रम तैयार करने वाले बोर्ड की, 10 सितम्बर, 1970 को हुई पाचवीं बैठक में अपनाए गए विस्तृत निर्देशों के अनुसार, उन्हें कार्यान्वयित किया गया था।

(ग) प्रश्न नहीं उठता है।

Rehabilitation of Ugandan repatriates in Gujarat and other States

2444 SHRI PRABHUDAS PATEL

SHRI M S SIVASWAMY

Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether Gujarat Government have rehabilitated many Ugandan repatriates,

(b) whether Gujarat Government have asked financial help from the Centre for their rehabilitation if so the amount given and

(c) the number of repatriates from Uganda who have been settled so far in different States?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY) (a) The State Government's suggestions in this regard are being considered in the context of the general scheme being worked out for the repatriates. In the meantime, the State Government have sanctioned an *ad hoc* grant of Rs 500 per family in deserving cases

(b) Yes Sir As the rehabilitation scheme is yet under finalisation no financial help has been given to Gujarat State or any other State so far

(c) The total number of such persons who have come to India from Uganda from 15th August, 1972 to 11th

February 1973 is 9,763 They have reached the different States but are yet to be settled

Loss suffered by the Heavy Electricals Limited

2445 DR H P SHARMA Will the Minister of HEAVY INDUSTRY be pleased to state

(a) the total accumulated loss suffered so far since inception by the Heavy Electricals Limited,

(b) the precise reasons to which the recurring losses are attributable,

(c) the steps taken and contemplated to make Heavy Electricals Limited a profitable venture and

(d) the time by which it is likely to begin earning profits?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD)

(a) to (d) The total accumulated loss incurred by Heavy Electricals (India) Ltd Bhopal since its inception is Rs 58.98 crores as on 31st March 1972 In an undertaking like the Heavy Electricals (India) Ltd with a heavy investment and a long gestation period involved in the manufacture of highly sophisticated items, it is usual to incur losses in the formative years as had been clearly anticipated in the detailed Project Report that had been prepared by the foreign consultants in 1956 After the project was accepted by Government on the basis of this Report further changes were made in the product mix and even in the scope of manufacture which was extended to cover steam turbines not originally included involving larger investments Costs had also gone up on account of investments on a larger township and attached facilities like hospitals, schools etc Increased import duties on plant and machinery raw materials and

components, effects of devaluation of the Indian Rupee in 1966 and the British £ in 1967, additional expenditure on account of increased rates of wages, annual increments and other statutory payments like contributory provident fund, bonus etc., were other factors that led to losses that accumulated to higher levels than had been anticipated at the time of the preparation of the Project Report.

The following steps have been and are being taken to improve the working of Heavy Electricals (India) Ltd., Bhopal to make it a profitable venture:—

- (1) Reorganisation at the top and middle management level has been carried out as per the recommendations of the Action Committee on Public Undertakings.
- (2) Detailed studies have been carried out in the fabrication shops with a view to indentifying measures for improvement in the time cycle of jobs.
- (3) Rigid control is being introduced to reduce idle time to the minimum.
- (4) Strict disciplinary measures have been taken to improve shops discipline and ensure proper supervision.
- (5) Introduction of incentive scheme to get optimum levels of production as also proposals to reduce absenteeism.
- (6) Material management and production control divisions are being strengthened to ensure that the danger signals in respect of materials and components are thrown up sufficiently in advance to enable development of alternative sources.

(7) The setting up of ancillary industries to develop indigenous sources for the various materials and components.

(8) Reorganisation of capital structure of the Company under which a moratorium has been given on the repayment of loan instalments and interest thereon for a period of three years from 1st April, 1972.

As a result of the above measure, the Company has earned a profit of Rs. 89 lakhs in the year 1971-72. Higher profits are expected to accrue in the coming years.

Small Car Project in Public Sector

2446 SHRI MUKHTIAR SINGH MALIK:

SHRI K. MALLANNA:

Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether the proposal which was under the consideration of the Government to set up a small car project in the public sector has been abandoned; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD):

(a) and (b). The Planning Commission are currently examining the question of the relative costs and benefits to the economy of public transport vis-a-vis passengers cars. A final decision on the proposed public sector small car project will be taken after this examination is completed.

मजदूरों की देय राशि का भुगतान न करने के कारण विटानिया इंजीनियरिंग कम्पनी (बेगल डिवीजन) में संकट

2447. श्री एम्. एस्. पुरस्ती : क्या अम् और पुनर्वास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान इस बात की ओर दिलाया गया है कि मोकामा (विहार) स्थित विटानिया इंजीनियरिंग कम्पनी (बेगल डिवीजन) कारखाना इस समय मजदूरों के बकाया बेतन और बोनस भुगतान न करने के कारण गम्भीर स्थिति का सामना कर रहा है ;

(ख) यदि हा, तो क्या यह मत है कि यह कारखाना पिछले कई वर्षों से कुछ्यवस्था का शिकार है; और

(ग) यदि हा, तो इस बारे में केन्द्रीय सरकार द्वारा क्या कार्यवाही की गई है ?

अम् और पुनर्वास मंत्री (श्री के० श्री० रघुनाथ देवड़ी) : (क) से (ग). राज्य सरकार ने, जो कि इस मामले से मुख्य रूप से सम्बन्धित है, प्रबन्धनांत्र को यह कहा है कि कारखाने को बन्द करने से पहले अभियों को बोनस और मजूरियों की बकाया राशियों और अन्य सभा देय राशियों की घ्रदायगी कर दें। भारी उद्योग मत्रालय द्वारा उपलब्ध कराई गई सूचना के अनुसार, कम्पनी ने यह कहा है कि मोकामे० स्थित बैगल इकाई के कार्यों परिणाम 1966-67 से अच्छे नहीं रहे

हैं। कार्यों प्रति-स्थापित कमता का उपयोग नहीं हुआ, जिससे भारी आवृति हानि होती रही और बैगल इकाई के काम को जारी रखने के लिए वित्तीय स्रोतों का विलुप्त अभाव था। इस इकाई के कार्यों की जांच करने के लिए उद्योग (विकास तथा विनियमन) अधिनियम के अन्तर्गत, एक जांच समिति स्थापित करने का निर्णय लिया गया है।

Paid Holidays and Medical Aid for Contract Labour in Delhi

2448. SHRI BHAGWAT JHA AZAD. Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether Government propose to extend facilities like paid holidays and medical aid to contract labour in the Union Territory of Delhi; and

(b) if so, when?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY) : (a) and (b) There is no such proposal under consideration of Government. However, the Contract Labour (Regulation and Abolition) Act, 1970 requires the contractor to provide and maintain a first-aid box equipped with the prescribed contents at every place where contract labour is employed by him. Further, the Rules framed under the Act lay down that the contract labour shall be entitled to same wage rates, holidays, hours of work and other conditions of service of the workmen directly employed by the Principal employer of the establishment on the same or similar kind of work.

Increasing Production of Bajaj Vespa and Lambretta Scooters

2449. SHRI R. P. YADAV: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether Government are aware that there is very wide range of de-

mands for both the brands of scooters—Vespa (Bajaj), and Lambretta with the result that an individual has to wait for as many as 8 to 10 years and whether such investigation has been carried out to improve upon the situation by raising the production 4 to 10 times more, so that the waiting incumbents may not loose patience;

(b) the production of both the types of scooters; and

(c) whether any new units are being established to raise the production and if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD): (a) Yes, Sir. There is a sizeable pending demand for Bajaj and Lambretta Scooters and the waiting period is still long. Necessary steps have been and are being taken to increase the production of scooters.

(b) Over 60,000 in 1972.

(c) A factory for the manufacture of Scooters with a capacity of 1,00,000 Nos. per annum is being set up in the joint sector with majority Government holding. In addition, additional capacity for 72,000 scooters a year has been licensed. Letters of intent have also been issued for manufacture of 5,48,000 scooters per year.

Raising Production of Fiat Cars

2450. SHRI R. P. YADAV: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether Government are aware that an individual desirous to have a Fiat car has to wait for 15 to 18 years for getting it after he books it and whether it is not feasible to raise the production by 15 per cent at least, if not more; and

(b) the annual total production of Fiat Cars, and the steps contemplated to raise it?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSRY (PROF. SIDDHESWAR PRASAD).

(a) and (b). According to the information available to the Government orders for Premier President cars which were outstanding on 31st December 1972 number 54,419. Production in 1972 was of the order of 13,703. Steps have been taken to enable the manufacturers to reach the achievable capacity of 14,000 cars a year.

An application from the Company to raise production to the level of 18,000 is under consideration of Government.

Strike by staff of language papers of Punjab

2451. SHRI R. R. SINGH DEO: Will the Minister of LABOUR AND REHABILITATION be pleased to state.

(a) whether staff of a number of language papers of Punjab were on strike for several weeks recently;

(b) if so, the reasons therefor; and

(c) the action, if any, taken by the Central Government to resolve the differences between the employers and employees?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) to (c). There was a strike recently by journalists and non-working journalists in 12 language news papers of Jullundur in support of their demand for an increase in their emoluments. The matter falls essentially in the State sphere. According to available information the strike was called off on January 9, 1973 following intervention by the State Industrial Relations Machinery. The Employees' demand for increase in emoluments has been referred by the State Government for adjudication.

Increased Production at Heavy Electricals Limited, Bhopal

2452. SHRI RAJDEO SINGH: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether Heavy Electricals Limited, Bhopal has registered a 55 per cent increase in its output in the first six months of the current financial year;

(b) whether factory's finished output during April—September, 1972 was of the value of Rs. 11.65 crore as against Rs. 7.52 of the corresponding months of the last year in 1971; and

(c) if so, whether this steady growth of production is expected to continue?

(b) The Company have stated that while they have made substantial progress in implementing the industrial licence granted to them for the project, the completion of the project is likely to be delayed as the required railway siding at the project site has yet to be sanctioned by the Railways. Also, the Company apprehends that the projected return on the capital that would have to be invested in the new project would not be adequate and have therefore represented to the Government that new aluminium plants to be set up with larger capital out-lay should be given special incentives such as increased selling price and excise duty rebate. The matter is under consideration of Government.

Water Supply Scheme for Mhow Cantonment

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD):

(a) Yes, Sir.

(b) Yes, Sir.

(c) Yes, Sir.

Progress on Aluminium Factory at Koraput in Orissa

2453. SHRI D. K. PANDA: Will the Minister of STEEL AND MINES be pleased to state:

(a) the steps taken for starting Aluminium factory in Koraput District in Orissa; and

(b) the progress so far made?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) An Industrial Licence was granted on 16th February 1971 to Messrs. Aluminium Corporation of India Limited, Calcutta, for the establishment of a new undertaking near Jaypore in Koraput district in Orissa for production of 30,000 tonnes of Aluminium metal per annum by December 1974.

2454. SHRI RANA BAHADUR SINGH: Will the Minister of DEFENCE be pleased to state whether the State Government of Madhya Pradesh has requested his Ministry to expedite the sanction of Rs. 3.5 lakhs for water supply scheme for Mhow sent by Mhow Cantonment?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): No, Sir.

Indore-Narmada Water Supply Scheme

2455. SHRI RANA BAHADUR SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether any request has been made regarding his Ministry's Scheme towards the construction cost of the Indore-Narmada Water Supply Scheme, sanction; and

(b) if so, the decision taken thereon?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) The State Government of Madhya Pradesh have requested the Defence Ministry

for sharing the cost of the Narmada Water Supply Scheme proportionate to Defence requirements of water to be drawn from the Scheme.

(b) The matter is under examination with regard to the exact pattern of financial participation.

Loss due to strike in Delhi Textile Mills

2456. SHRI DHARAMRAO AFZAL-PURKAR: Will the Minister of LABOUR AND REHABILITATION be pleased to state the extent of loss in man-hours and material due to strike in five textile mills in Delhi on the 27th December, 1972?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA RADDY): The information is being collected.

Central Proof Establishment Factory for equipment

2457. SHRI P. K. DEO: Will the Minister of DEFENCE be pleased to state:

(a) whether there is a Central Proof Establishment Factory for equipment produced by our Ordnance factories;

(b) the capacity of this factory; and

(c) whether there are plans to put up additional factories for similar purposes and if so, the particulars thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DEFENCE PRODUCTION) (SHRI VIDYA CHARAN SHUKLA): (a) Yes, Sir. A Central Proof Establishment has been commissioned at Itarsi, Madhya Pradesh for proofing of equipments produced by the Ordnance Factories.

(b) It will not be in the public interest to disclose this information.

(c) No, Sir. There are no plans at present to put up additional establishments for similar purposes.

Increase in Arms Production in China

2458. SHRI MUKHTIAR SINGH MALIK:

SHRI K. MALLANNA:

Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that arms production in China has been increasing in quantity and sophistication during the last two years;

(b) if so, whether Government have studied the implications of these arms build-up by China; and

(c) the steps taken or proposed to be taken by Government to meet the situation?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) Yes, Sir.

(b) and (c). Government are aware of implications. These are taken into account while reviewing our own plans and preparedness.

Iron Ore Mines Labour Welfare Fund

2459. SHRI INDRAJIT GUPTA: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether more than 60 per cent of the Rs. 1 crore Iron Ore Mines Labour Welfare Fund has remained unutilised;

(b) if so, the reasons therefor; and

(c) the steps taken to ensure full utilisation of fund?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) Out of the total of about Rs. 616 lakhs of cess collected since 1.10.1963 for the Iron Ore-

Mines Labour Welfare Fund, 58 per cent remains unutilised at present.

(b) and (c). Initially the progress of expenditure on welfare schemes was slow. With the finalisation of prototype welfare schemes, however, the pace of expenditure has increased substantially from Rs. 3.67 lakhs during 1963-64 to Rs. 63.35 lakhs during 1971-72. Three Central Hospitals have been sanctioned and with the expenditure to be incurred on them, the annual expenditure of the welfare organisation should catch up with the annual income from the Cess.

Facilities provided to serving personnel in foreign countries classified as 'A', 'B' and 'C'

2460. PROF. NARAIN CHAND PARASHAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the names of the foreign countries falling under the categories 'A', 'B' and 'C' as classified for the purposes of serving personnel in the Ministry of Foreign Affairs. and

(b) the facilities, including the allowances and the tenure period allowed in each of the categories to the serving employees?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH)
(a) A statement is laid on the Table of the House. [Pleased in Library. See No. LT-4428/73].

(b) 1. For officers of representational grade the tenure at all stations is three years except those 'C' stations distinguished by an asterisk (*) mark where it is ordinarily two years, vide statement laid on the Table of the House. [Pleased in Library. See No. LT-4428/73]. For other categories of officers the tenure is three years at 'A' and 'B' stations and two years at 'C' stations.

2. Apart from the pay (excluding allowances) drawn in India, personnel serving abroad are entitled to:

- (i) a foreign allowance which varies according to the cost of living in each station;
- (ii) A Children's education allowance for two children @ Rs. 150/- p.m. for a child studying abroad and @ Rs. 80/- p.m. for a child studying in India;
- (iii) an outfit allowance on first posting which is renewable subsequently to meet expenses on additional clothing required for service abroad, and a special outfit allowance in certain stations where special clothing is required due to extreme climatic conditions.

3. Following are, briefly, the main facilities admissible to personnel serving abroad:

- (i) Free furnished accommodation;
- (ii) Medical facilities under a scheme of Assisted Medical Attendance;
- (iii) Holiday Passages for two children to visit parents annually during vacations;
- (iv) Passages for officers and families to visit India once every two years;
- (v) An additional 50 per cent leave for service abroad.

4. (i) As a Special concession officers of representational grade serving in Category 'C' stations are entitled to avail of passages to India on home leave at the end of 18 months' stay

(ii) Personnel serving in Hanoi and Saigon are allowed return passages at Government cost to visit Bangkok once a year for rest and recreation purposes.

Declaring villages of Victoria Cross Winners and Param Vir Chakra Winners as Model villages

2461. PROF. NARAIN CHAND PARASHAR: Will the Minister of DEFENCE be pleased to state:

(a) whether there is any proposal under the consideration of the Government to declare the villages of the Victoria Cross Winners and the Param Vir Chakra Winners, the highest gallantry awards in the country as Model villages;

(b) whether any representation has been received in this connection by Government; and

(c) if so, the action taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J B. PATNAIK): (a) to (c). A suggestion for declaring the villages of Victoria Cross and Param Vir Chakra Winners, in the country, as Model Villages has recently been received and is under consideration.

Increase in pension packers of personnel of Defence Forces

**2462. SHRI SAMAR GUHA:
SHRI BIRENDER SINGH RAO:**

Will the Minister of DEFENCE be pleased to state:

(a) whether Government have decided to give increased pension packets to the three retiring Defence Chiefs in recognition of their services during the last Indo-Pakistan War; if so, the information about the decision taken;

(b) whether steps for giving similar benefits to the families of those soldiers and officers of the Defence Services, who sacrificed their lives in the last war in recognition of their patriotic valour have also been taken;

(c) whether services rendered by all other soldiers, cadets and officers, who carried out the commands of their

three Chiefs in admirable courage during last war, have also been appreciated by the Government; and

(d) if so, the nature thereof and if not, the reasons for discrimination policy of the Government in regard to the services rendered by the soldiers and officers?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) Yes, Sir. In the case of Field Marshal SHFJ Manekshaw, Government have decided that on his relinquishing the post of the Chief of the Army Staff, he will continue to be on the 'active list' till death and will be granted special pay of Rs. 1,600/- per mensem inclusive of Rs. 1,200/- per mensem, which has accrued to him as pension on retirement as Chief of Army Staff Admiral S M Nanda and Air Chief Marshal P. C. Lai have each been granted an additional pension of Rs. 300/- per month, in addition to the normal pension of Rs. 1,200/- per month.

(b) Yes, Sir. Decisions were taken as early as January, 1972, that the families of those soldiers and officers of the Defence Services who sacrificed their lives in the last war be granted liberalised pension awards as contained in Ministry of Defence letter No. 200847/Pen-C/71 dated 24th February 1971.

(c) and (d). Services rendered by all other soldiers, cadets and officers have been recognised by grant of the following medals—

(i) Sangram Medal

(ii) Poorvi Star

(iii) Paschimi Star

Those officers and men who showed great courage or who rendered great service have been given gallantry and other awards.

No discrimination has been shown by Government in regard to the service rendered by soldiers and officers.

History of Indian Defence Forces in Liberation War of Bangladesh

2463. SHRI SAMAR GUHA: Will the Minister of DEFENCE be pleased to state:

(a) whether steps have been taken to write a military history of the role played by the Indian Defence Forces in aid of the Liberation War of Bangladesh; and

(b) if so, the historians entrusted with the task?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and (b). The Ministry of Defence have provided assistance to several journalists and authors to write books on the role of our Defence Forces in the Liberation of Bangladesh. It is also proposed to bring out in the near future a publication on the Indo-Pak Conflict 1971 under the auspices of the National Defence College.

It will take some time before an authoritative account of the military operations in 1971 is published. The Historical Section of the Ministry of Defence is engaged in collecting all relevant material from the various units and formations which took part in the operations. Government will consider in due course associating an eminent Indian Historian in the production of Military History of this period as envisaged by the Hon. Member.

Consultancy service from Central Engineering and Design Bureau for Bokaro Steel Plant

2464. SHRI R. P. ULAGANAMBI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Central Engineering and Design Bureau has got adequate expertise to render consultancy assistance to the Bokaro Steel Plant in executing its Second Stage and any further expansion; and

(b) if so, the reasons for engaging consultants other than Central Engineering and Design Bureau for the execution of the Stage II of Bokaro?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) and (b). In the first stage of Bokaro Steel Plant, while the Principal Consultants are the Soviets some part of the consultancy work has been assigned to an Indian Consultancy Organisation. The agreement between BSL and this Organisation provides for the latter's continued association with the project up to the completion of the expansion to a capacity of about 4 million ingot tonnes per annum. Accordingly, the Indian Consultancy Organisation has been assigned the same functions in the expansion as they have been performing in the first stage, while the functions of the Soviet Consultants have been given to CEDB.

Progress on completion of second and third blast furnace of Bokaro steel plant

2465. SHRI R. P. ULAGANAMBI:
SHRI C. JANARDHANAN:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the civil work on the second blast furnace of Bokaro steel plant has been completed; if not, the reasons therefor and the stage upto which it has been completed;

(b) the stage at which structural and equipment erection in that furnace has progressed so far;

(c) the progress made in completion of civil works for the third furnace of Bokaro; and

(d) the total capital cost likely to be involved in the completion and commissioning of the second and third furnaces in the first stage of Bokaro steel plant?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) About 90 per cent of the civil work on the Second Blast Furnace has been completed and only about 5,500 cu. meters of concreting remains to be done.

(b) 46 per cent of structural erection and 38 per cent of equipment erection have been completed.

(c) 90 per cent of the civil works for the Third Blast Furnace have been completed.

(d) Approximately Rs. 32 crores.

Output of Coal in the N.C.D.C. Mines at Ramgarh

2466. Will the Minister of STEEL AND MINES be pleased to refer to the reply given to Unstarred Question No. 2440 on the 30th November, 1972, and state the time schedule for beginning actual mining and the anticipated output of coal in the N.C.D.C. mines at Ramgarh?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): Ramgarh I and II mines, having reserves of medium coking coal, are expected to start production by 1975-76 when about 0.45 million tonnes will be produced. The production will go upto 1.65 million tonnes by 1978-79. The Ramgarh III mine, having reserves of non-coking coal, is expected to commence production by 1977-78 when about 0.15 million tonnes will be produced. The Colliery will produce 0.25 million tonnes by 1978-79.

Mineral Deposits in Bihar

2467. **SHRI BHOGENDRA JHA:** Will the Minister of STEEL AND MINES be pleased to refer to the reply given to Unstarred Question No. 2549 on the 30th November, 1972 and state:

(a) whether and to what extent actual mining of the already explored minerals has been or is in the immediate future to be carried out;

(b) whether any survey of the asterial belt of North Bihar has been or is being carried out and if so, the facts thereabout; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) The extent to which the actual mining of already explored minerals has been or is in the immediate future to be carried out is indicated below:—

1. *Rakha Phase I.*—A scheme has been sanctioned for the production of 1000 tonnes per day of copper ore by 1975 from Rakha Block. This is being implemented.

2. *Rakha Phase II.*—Canadian experts have been engaged for drawing up a feasibility report on production of copper ores from Roam-Sidheswar Block. The report is expected to be ready in another 6—8 months time.

3. The expansion scheme of Surda Mines of ICC from 400 tonnes per day to 4000 tonnes per day of copper ore production is under consideration.

4. Lime stone of Bhavnathpur area is being developed for catering to the requirements of Bokaro Steel Plant.

(b) Groundwater investigations have been conducted by Geological Survey of India in parts of Purnea,

Saharsa, Muzaffarpur, Champaran, Saran, Monghyr and Darbhanga Districts and groundwater potential of these areas has been assessed. The Exploratory Tubewell Organisation have also conducted exploration for groundwater in this area.

(c) Does not arise.

Canalisation of Import of Tin Plates through HSL

2468 SHRI N. K. SANGHI. Will the Minister of STEEL AND MINES be pleased to state:

(a) whether ever since the import of tin plates has been canalised through the HSL, some of the tin plate fabricators are agitating against the procedure and have been urging upon the Government to allow the imports being made by State Trading Corporation as before;

(b) if so, the reasons for change in canalisation and on what grounds the fabricators have been finding the present arrangement less useful and effective; and

(c) whether under the present system the users will be supplied their requirements through HSL, imports while under the previous arrangement the users could import their requirements direct under authorisation from State Trading Corporation and whether cases of misuse of such direct imports have come to the notice of the Government and if so, whether this will be eliminated under the present procedure?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) to (c). Import of OTSC (Open Top Sanitary Can) quality tin plate has been canalised through HSL since April 1, 1970. Import of other prime tin plates and tin plate waste waste was canalised through HSL from April 1, 1972. Under the present system the users

are supplied their requirements through the HSL against release orders. Import of tin plate was never canalised through STC.

By and large, no specific complaints have been received against canalisation of import of OTSC and general purpose tin plates through HSL. However, some representations have been received from Tinplate Fabricators (Bombay) Association, about HSL's import of tinplate waste waste. The Association had also suggested that if canalisation was to be continued, they would prefer this item to be canalised through the STC with a directive issued to them (STC) to issue letters Authority by charging a nominal service charge 2.5 per cent so that the Units can open their independent letters of Credit, and import material direct according to their individual need. This would virtually nullify canalisation. The representations were examined but were not found tenable. There have been no representations from other major consumers viz., Tea Chest Fittings Manufacturers etc.

Canalisation has been adopted as a policy of Government to avoid various disadvantages involved in direct imports, to avoid competition between Indian buyers in foreign markets and to derive the benefits to purchase and transport in bulk. In case of misuse of imported material, whether imported directly or through canalising agencies, the ITC rules provide for deterrent penalty/punishment.

लौह सायंस्क खानों के अधिकों के लिए केन्द्रीय विकासालय

2469. श्री शीरुद्ध घटकाल : क्या अम और पुनर्वास मंत्री यह बताने की कृपा करेंगे कि :

(क) लौह खानों के अधिकों के लिए विभिन्न लोगों में केन्द्रीय विकासालय

खोलने के बारे में सरकार की क्या योजना है; और

(ब) गोदा के केन्द्रीय विकासनालय में जिसका शिवायाम उन्होंने जनवरी, 1972 में किया था, कार्य कदम से आरम्भ हो जायेगा?

अब और युवर्णी। मंत्री (श्री रघुनाथ रेड्डी) : (क) आशय यह है कि श्रमिकों और उनके परवानगा को चिरकामा मध्यवन्धी मुविशाये प्रशान्त करने के लिए लोह अयस्क पैदा करने वाले उड़ाना मैपूर विहार और गोदा के प्रत्येक ओवर में फिनहाल एक एक केन्द्रीय अध्यनाल म्यारिन किया जाए।

(ब) अप्पनान के इस वर्ष के अन्त तक लौह जाने की सम्भावना है क्याकि आज्ञा है कि तब तक अप्पनाल और अनुर्धी भवनों और कर्मचारियों के बवाटों का निर्माण-कार्य पूर्ण हो जाएगा।

-लौह जान श्रमिक कल्याण उपकर अधिनियम,

1970 की क्रियान्वित

3470. श्री शीरुण अप्रबाल : क्या अब और पुनर्वास मत्री यह बनाने की कृपा करेंगे कि :

(क) क्या लौह जान श्रमिक न्यूटोन अधिनियम, 1970 (फल्याण) को लागू नहीं किया जा रहा है क्योंकि

केन्द्रीय उपकर विभाग इम कल्याण कर को बसूल करने में हितकिंवा रहा है; और

(ब) यदि हो, तो सरकार का इस मध्यवन्धी में क्या कार्यवाही करने का विचार है ?

अब और पुनर्वास मत्री (श्री रघुनाथ रेड्डी) : (क) और (ब) : इस अधिनियम में परिकल्पित नशोषित प्रक्रिया में किसी भी खान में उत्पादित मारे लौह अयस्क पर उत्पादन बम्न करने की व्यवस्था की गई है :—

(क) सीमा शुल्क के रूप में, जहा इस प्रकार के लौह अयस्क का निर्यात किया जाता है, अयस्क

(ब) उत्पादन शुल्क के रूप में, जहा इस प्रकार का लौह अयस्क किसी धातु कर्मी कारखाने के अधिष्ठाता को बेचा जाता है अथवा अन्य प्रकार से निवर्तित किया जाता है या खान मालिक द्वारा किसी प्रयोजन के लिए उसका उपयोग किया जाना है।

नशोषित प्रक्रिया के व्योरों को उत्पादन शुल्क प्राप्तिकारियों का परामर्श लेकर अन्तिम रूप दिया जा रहा है। इसी बीच, इस उपकर को बर्तमान प्रक्रिया के अधीन बसूल करना जारी है।

कोयला तथा अधक खान के अभिकों के कल्याण के लिए अधिकारी और चिकित्सालयों में डाक्टरों के रिक्त पद

अस्पतालों और चिकित्सालयों में विभिन्न श्रेणियों के डाक्टरों के कितने पद रिक्त पड़े हैं तथा कब से रिक्त पड़े हैं;

(ब) इन में तदयश आधार पर कार्य कर रहे डाक्टरों की संख्या कितनी है और के कब से इस प्रकार कार्य कर रहे हैं;

(ग) सरकार का विचार डाक्टरों की कमी को किस प्रकार दूर करने का है; और

(घ) इन में बड़ी संख्या में डाक्टरों की अनुपस्थिति में अभिकों को किस प्रकार उचित चिकित्सा दी जा रही है ?

2471. श्री श्रीकृष्ण अग्रवाल : क्या अम और पुनर्वास मंत्री यह बताने की कृपा करेंगे कि :

(क) कोयला तथा अधक खान के अभिकों के कल्याण के लिए कार्य कर रहे

अम और पुनर्वास मंत्री (श्री रघुनाथ रेड्डी) : (क) निम्नलिखित प्रभावी पद रिक्त पड़े हैं :—

कोयला और अभिक कल्याण निधि:

स्पष्ट रिक्ति की तारीख
रिक्ति
की संख्या

ठिकानां

सुपरटाइम ग्रेड--2
(1300—1600 रु०)

1

10-2-71 एक डाक्टर ने नियुक्ति प्रस्ताव स्वीकार कर लिया है और उसके बीच ही सेवा आरम्भ करने की संभावना है।

विशेषज्ञ ग्रेड

(600—1300 रु०)

12 सूचना एकत्र की जा रही है।

स्पाट ग्रिवित रिक्ति की तारीख
की संख्या

टिप्पणिया

जी० डी० श्रो० ग्रेड-1
(450—1250 रु०) . . . 12 मूचना एकव की
जा रही है।

जी० डी० श्रो० ग्रेड-2
(350—900 रुपये) . . . 17 —यथोक्त-

अवरक खान श्रम कल्याण निधि:

विशेषज्ञों का ग्रेड . . . 2 —यथोक्त— पदों को मध्य लोक सेवा
आयोग ने पहले ही
विज्ञापित कर दिया है।

जी० डी० श्रो० ग्रेड—1 . . . 1 —यथोक्त— पद के नदर्थ आधार पर
भरने के लिए प्रयाम किए
जा रहे हैं।

(ख) कोयला खान श्रम कल्याण निधि :

सुपरटाइप ग्रेड-2 . . . 2 22-9-71

विशेषज्ञों का ग्रेड . . . 2 12-7-71
25-2-72

जी० डी० श्रो० ग्रेड-1 . . . 1 1-1-71

जी० डी० श्रो० ग्रेड-2 . . . 14 24-3-70
4-9-70

21-12-70

18-9-70

15-2-71

16-3-71

10-5-71

8-11-71

22-11-71 (दो पद)

3-12-71

10-12-71 (दो पद)

3-4-72

स्पष्ट
रिक्ति
की संक्षया

रिक्ति की तारीख

टिप्पणियां

अवरक खान थ्रम कल्याण निधि

बी० डी० ओ० प्र०—२

८

६-४-६९
२६-४-६९
१-२-७१
९-९-६९
२२-१२-६९
२०-१-७१
३-९-७१
२८-२-७२

(ग) ये पद केन्द्रीय स्वास्थ्य सेवा के कोडर में सम्मिलित हैं जिसे स्वास्थ्य विभाग नियन्त्रित करता है। उस विभाग ने इन संगठनों में कई डाक्टर तैनात किये हैं। अगर उन में अधिकांश व्यक्ति सेवा आरम्भ कर लेते हैं, तो स्थिति के सुधारने की सम्भावना है।

(घ) किसी रोगी को बिना देखभाल के नहीं छोड़ा जाता है। अस्पतालों और औपचालयों में उपलब्ध डाक्टरों में काम को पुनः वितरित किया जाता है।

मिश्र के विदेश मंत्री का दौरा

2472. श्री विवेक चूधार शास्त्री : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मिश्र के विदेश मंत्री ने हाल ही में भारत का दौरा किया था;

(ख) भारत और मिश्र के मम्बन्धों के बारे में उन में हुई बातचीत का मारांश क्या है; और

(ग) क्या अरब-जराइल मम्बन्धों के बारे में भी कोई बातचीत हुई थी, और यदि हां, तो उसकी रूपरेखा क्या है ?

विदेश मंत्रालय में राज्य मंत्री (जीड़ी मुरेन्द्रपाल मिश्र) : (क) मिश्र अरब गण-राज्य के विदेश मंत्री महामान्य डा० मोहम्मद हसन अल जय्यति भारत की मैत्री यात्रा पर और सामान्य वित्त के बहुत से प्रश्नों पर विचार-विनियम करने के लिए आज सुबह ही यहां पहुंचे हैं।

(ख) और (ग) .. प्रश्न ही नहीं उठते।

विदेश मंत्री का जुबैत यात्रा

2473. श्री शिव कुमार शास्त्री: क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) हाल में उनकी कुबैत यात्रा के क्या परिणाम रहे;

(ख) क्या दोनों देशों में महयोग के लिए कोई समझौता किया गया; और

(ग) यदि हा, तो तत्परताद्वय मुच्य बातें क्या हैं?

विदेश मंत्रालय में राज्य मंत्री (श्री सुरेन्द्र पाल सिंह): (क) मे (ग). इस यात्रा में कवत और भारत के बीच राजनीतिक, आर्थिक और मास्ट्रिक्ट क्षेत्रों में काफी समझ-बूझ बढ़ी है।

अधिकारी-स्तर पर एन्ड्र अनर-मरकारी संयुक्त समिति आर्थिक एवं तकनीकी महयोग के निमित्त स्थापित की गई। एक मास्ट्रिक्टिक विभिन्न कार्यक्रम तैयार किया जाएगा और आर्थिक तकनीकी मामलों पर प्रतिनिधिमंडल आए जाएंगे।

Revision of Wages of Agriculture Labour

2474. SHRI S. A. MURUGANANTHAM:

SHRI M. KATHAMUTHU:

Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) when the minimum wages for agricultural workers were revised in the States of Andhra Pradesh and Maharashtra;

(b) what were the wage rates fixed; and

(c) what are the prevailing wage rates in the States?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) to (c). Information is being collected.

Further discussion on Soviet proposal regarding collective security for Asia

2475. SHRI R. S. PANDEY:
SHRI D. P. JADEJA.

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether further discussions have taken place with the Soviet Union on their proposal for collective security system for Asia;

(b) if so, a gist thereof, and

(c) whether any initiative has been taken to implement this idea in any way?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAI, SINGH).

(a) Yes, Sir

(b) In their discussions with us, the Soviet side have indicated that their proposal for Collective Security in Asia is based on the following general principles—

(i) Renunciation of the use or threat of use of force;

(ii) Respect for the sovereignty of States;

(iii) Inviolability of frontiers;

(iv) Non-interference in internal affairs; and

(v) the wide development of all-round cooperation based on full equality and mutual interest.

(c) In our view, it is for countries in the region to discuss various ideas on the subject and to evolve, in consultation with each other, ways and means to safeguard their independence and sovereignty and to strengthen co-operation amongst themselves.

कलकत्ता में आयोजित आल इंडिया ट्रेट यूनियन कांप्रेस के सम्मेलन में बोनस पर पारित प्रस्ताव

2476. श्री रामावतार शास्त्री : क्या अब और तुलवांस मंत्री यह बताने की कृपा करेगे कि

(क) क्या आल इंडिया ट्रेट यूनियन कांप्रेस का 29वा सम्मेलन कलकत्ता में बकिम मुकर्जी नगर म 30 जनवरी से 4 फरवरी, 1973 तक हुआ था,

(ख) क्या उक्त सम्मेलन में बोनस की मांग का प्रस्ताव भी पारित हुआ था, यदि हाँ, तो उसकी मुख्य बातें क्या हैं, और

(ग) इस पर सरकार की क्या प्रतिक्रिया है ?

अब और तुलवांस मंत्री (श्री रघुनाथ रेडी) . (क) जी हा ।

(ख) जी हा । सकल्प यह मांग करता है कि —

(i) नियोजन के सभी क्षेत्रों में सभी मजूरी और बेतन कमाने वालों के लिए बोनस की व्यवस्था करने के बारे में अधिक भारत श्रमिक सभ कांप्रेस राष्ट्रीय मजदूर

कांप्रेस और हिन्दू मजदूर ममा के प्रतिनिधियों द्वारा की गई सब सम्मत नियोजनों को सरकार को जीघा ही स्वीकार बना चाहिए।

(ii) नानम पुनरीक्षा ममिति को बोनस की गणना के लिए एक नए फार्मूले की सिफारिश बर्नी चाहिए जिसका आधार यह हो कि भारत लाभा ग ग म य हास निकालने वे बाद जोष वा कुछ प्रतिशत बानम के लिए आवार्टित किया जाये निकन बानूनन यह व्यवस्था होगी उमरी व्यवस्था होगी 8.33 प्रतिशत स बमन हा आग उसकी वाई उच्चतम सीमा न है।

(iii) नां उपकमा का पाच वर्षों के लिए अलग करन वाली दृष्ट जनक धाराए हटाई जाये ।

(iv) ममूर्ण बानम नकदी मे दिया जाये, और

(v) 8.33 प्रतिशत वे न्यूनतम बोनस की व्यवस्था का स्थारी बनाया जाये न कि वह केवल एक वष तक सीमित हो ।

(ग) सुझाव नोट कर लिए गए हैं।

Taking over of Kusunda Refractories Private Limited

2477 SHRI RAMAVATAR SHASTRI Will the Minister of STEEL AND MINES be pleased to state

(a) whether the Kusunda Refractories Private Limited have challenged in the Calcutta High Court the take over of their refractory plant at Kusunda in Bihar;

(b) whether the High Court has issued an interim injunction restraining the Custodian General of the Coal Mines Authority from taking possession of the plant;

(c) if so, the ground on which the Company has challenged the take-over of the plant; and

(d) whether there is any proposal to enact necessary legislation to bar the Court's jurisdiction over such take over measures?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA) (a) Yes, Sir.

(b) Yes, Sir

(c) The Company has challenged the take-over of the plant mainly on the following grounds —

(1) The refractory plant of the company is not a 'Mine' as defined in the Coal Mines (Taking Over of Management) Ordinance, 1973

(2) The plant is registered as a 'Factory' under the Factories Act 1948

(3) Workers of the plant are not the members of the Coal Mines Provident Fund. Moreover neither the provisions of the Bonus Scheme Act 1948 nor that of the Coal Mines Labour Welfare Fund 1947 are applicable in their cases

(4) There is no mention either of the refractory plant or this company in the Schedule to the Coal Mines (Taking Over of Management) Ordinance, 1973.

(d) Does not arise

Proposal for opening traffic with Pakistan on Hussainiwala and Wagah border in Punjab

2478 SHRI RAMAVATAR SHASTRI:
SHRI P. VENKATASUBBAIAH:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Punjab Government have requested the Centre to

open the Hussainiwala and Wagah border for passenger and trade traffic between India and Pakistan, and

(b) if so, the decision taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH)

(a) and (b) The question of opening of border checkpoints would be discussed when negotiations are held with Pakistan on paragraph 3 of the Simla Agreement. While arriving at a decision in this matter, Government will take all relevant factors into consideration

Amendment to Cantonments Act, 1924

2479 SHRI P GANGADEB
SHRI P M MEHTA

Will the Minister of DEFENCE be pleased to state

(a) whether Union Government had set up a task force headed by a Joint Secretary to examine the amendments to be made in the Cantonments Act, 1924,

(b) if so, whether Government have received the report, and

(c) if so, the main points thereof?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM) (a) Yes, Sir. With effect from 18-12-72 to submit a report within six months from the date of its appointment.

(b) No, Sir

(c) Does not arise

Memorandum to British Delegation by British citizens of Indian origin

2480. SHRI PRABHUDAS PATEL:
Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the British citizens of Indian origin on expulsion from South Africa met in Baroda and submitted a

Memorandum to the British Government Delegation which visited India recently to study the problem of U.K. Passport holders;

(b) whether the British Delegation had discussions with Government; and

(c) if so, whether the Delegation had assured Government for complete settlement of the problem?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH):

(a) Government are not aware of any British citizens of Indian origin having been expelled from South Africa nor of any memorandum in this connection submitted to the delegation of members of British Parliamentary Select Committee on Race Relations.

(b) and (c). The delegation had a general exchange of views with the Government of India and the question of assurances did not arise.

U.S. protest over reported remarks of Prime Minister about Vietnam

2481. SHRI PRABHUDAS PATEL: SHRI TRIDIB CHAUDHURI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether remarks made by the Prime Minister of India in regard to the Vietnam were received with concern by the U.S. Government; and

(b) whether the U.S. Government asked our Ambassador there to clarify the remarks and had lodged a protest with India in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH):

(a) and (b). There was some misunderstanding in the U.S.A. of portions of the Prime Minister's address to the One Asia Assembly on February 6. This misapprehension has

since been removed, and the U.S. Government have reiterated their desire for good relations with Government of India.

Tatas' objection to project report of TISCO

2482. SHRI S. A. MURUGANANTHAM: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Tatas have conveyed their objection to Government financing the preparation of the project report of the T.I.S.C.O.;

(b) if so, the grounds on which they have raised the objection; and

(c) Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA):

(a) and (b). The reference is apparently to the preparation of a feasibility study by Nippan Steel of Japan, on the expansion of the existing steel plant of TISCO. When asking to be permitted to commission the study, TISCO represented that as Nippan Steel had agreed to do this work largely because of the cordial and long established business relations between them and TISCO, TISCO would like to commission and pay for the feasibility study.

(c) It has been agreed that the feasibility study would be commissioned and paid for by TISCO. A steering committee with representatives of Government and TISCO and headed by a Government representative has been constituted to oversee and supervise the feasibility study.

Fire in a Unit of Bailadilla Project

2483. SHRI S. A. MURUGANANTHAM:

SHRI HUKAM CHAND KACHWAI:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether a fire broke out recently in a production unit of the Bailadilla iron ore project.

(b) if so, the extent of damage caused to the project by the fire.

(c) whether investigation has been made to find out the cause of the fire, and

(d) if so, the findings thereof and the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA) (a) and (b) Yes Sir A fire occurred in the early hours of 1-2-1973 in the belt conveyor of the tunnel at Bailadilla Deposit No 14 resulting in damage to the conveyor and its structure According to the preliminary assessment made by the National Mineral Development Corporation it may cost Rs 15 lakhs approximately to repair the damage and to restore the conveyor to working condition

(c) and (d) The National Mineral Development Corporation has constituted a Committee to enquire into the fire Its findings are awaited

राष्ट्रीय छात्र सेना दल के छात्र और छात्राओं की सख्ती

2444 श्री मूलबन्द डागा क्या रक्षा मंत्री यह बताने की त्रिपा करने कि

(क) इस समय देश म राष्ट्रीय छात्र सेना दल के मदस्यों की सख्ती कितनी है और उन मे छात्र तथा छात्राओं की अलग-अलग सख्ती कितनी है आर वर्ष 1972 मे उन पर बुन किनारा व्यय किया गया, और

(ख) क्या राष्ट्रीय छात्रसेना दल की प्रतिक्रिया तरकी होती जा रही है अथवा अवर्तता ?

रक्षा मंत्रालय मे उप-मंत्री (श्री शे. बी० पट्टायक) (क) 31 दिसंबर 1972 को देश मे नेशनल फैडिंग कोर्स के मदस्यों की कुल सख्ती निम्नलिखित है —

	मीनियर डिवीजन	जूनियर डिवीजन
कुल साल	496831	615841
कुल सालारा (अध्यात् गतम डिवीजन)	58221	65274
यार	655052	681047

उपर्युक्त सख्ती पर आ एवं नेशनल फैडिंग का पर कुल व्यय निम्नान्त है —

कंड-10 45 करड रुपया (नगभग)
राज्य-7 83 करड रुपया (नगभग)

(ख) एवं विश्वविद्यालय का छात्रन विश्वविद्यालय न बांडजा मे नटका बनाया नेशनल फैडिंग द्वार प्रणिक्षण का मैट्चिंग बना दिया है अत कछु समय मे मीनियर डिवीजन मे भर्ती मेरिगवट आई है।

इसके अनिवार्य उपरन्ध माध्यमा—
मनुष्यशक्ति उपकर वित आदि—के सर्वात्म उपयोग को सुनिश्चित करन के विचार म 1972-73 मे सीनियर डिवीजन और जूनियर डिवीजन म सभी भर्ती 6 लाख और 7 लाख तक सीमित बरने का निश्चय किया गया था। 1971-72 के अन्त तक जूनियर डिवीजन मे भर्ती मे पर्याप्त बढ़ोतरी

देखी गई और 1972-73 में कुछ गिरावट आई है। 1969-70 और उससे आगे के वर्षों के आकड़े निम्नांकित हैं—

भर्ती किए जाने वालों
वर्ष की संख्या

	सीनियर डिवीजन	जूनियर डिवीजन
1969-70	740337	659838
1970-71	718144	678166
1971-72	666197	693235
1972-73	555052	681095

उर्वरकों का आयात

2485. श्री मूलचन्द डागा : क्या पूर्ति मतों यह बताने की छपा करेंगे कि :

(क) क्या पूर्ति विभाग ने गत तीन वर्षों में विदेशों से उर्वरकों का आयात किया है ; यदि हाँ, तो कितनी-कितनी कीमत के

उर्वरकों का किस-किस देश से आयात किया गया ; और

(ख) गत तीन वर्षों में किन-किन देशों से टेडर आमनित किये बिना उर्वरकों का आयात किया गया और यदि ऐसा किया गया तो इसके क्या कारण हैं ?

विधि, न्याय और कम्पनी कार्य मंत्रालय में राज्य मंत्री (श्री डॉ आर० अर० चव्हाण) : (पूर्ति मंत्री श्री शाहनबाज लां की ओर से) : (क) जो हाँ देशों के नाम तथा उर्वरकों का मूल्य सलग्न “विवरण” में दे दिये गये हैं।

(ख) इटली, पर्श्चम जर्मनी, फास, हालैंड, बेल्जियम, इंगलैंड, जापान, मऊदी अरब, कुवैत, दक्षिण कोरिया, फिनलैंड, सयुक्त राज्य अमेरिका और कनाडा। विश्व बाजार में माल की कमी को ध्यान में रखकर यह उपयुक्त समझा गया कि खरीद खुले टेडरों की अपेक्षा बातचीत ढारा की जाए।

विवरण

मूल्य मिलियन डालरों में (लगभग)

देश	1970		1971		1972	
	1	2	3	4		
हालैंड	.	.	5.08	1.00	12.33	
दक्षिण कोरिया	.	.	—	2.50	6.52	
फास	•	•	9.21	5.26	11.68	
इंगलैंड	•	•	3.30	2.67	4.03	
जापान	•	•	5.00	4.00	33.38	

	1	2	3	4
प० जर्मनी	.	4 56	4 62	12 95
इटली	.	8 92	1 66	0 -
कनाडा	.	5 23	20 83	24 31
स० ग० अमेरिका	.	7 62	29 42	33 10
बेल्जियम	.	1 32	0 50	2.74
सऊदी आरब	.	1 58		8.58
ईरान	.	0 48		-
ताजखान		..		1 22
कुवैत	.	..		11 93
मैक्रिस्टो	.	..		0 93
फिलिप्पींड	0.64
योग		52 30	72 46	165 44

आदिवासी क्षेत्रों में सेना द्वारा किया गया विकास कार्य

रक्षा मंत्री (श्री जगजीवन राम)
(५) जी हा, श्रीमन्।

2486 श्री मूलबन्ध झागा : क्या रक्षा मंत्री यह बताने की कृपा करें कि

(क) क्या आदिवासी क्षेत्रों में विकास कार्यों के लिए सेना वी सेवाओं का उपयोग किया जाता है, और

(ख) यदि हा, तो किन-किन आदिवासी क्षेत्रों में सेना क्या-क्या विकास कार्य कर रही है और गत दो वर्षों में उन के द्वारा किए गए ऐसे कार्यों का व्यौद्धा क्या है?

(ब) हमारी पूर्वों सीमा के साथ-साथ आदिवासी क्षेत्रों में तीन बेना विकास युप कार्यक्रम है — दो अस्त्राचल प्रदेश के केमे और तिरुगा डिविजन में और एक मणिपुर में। हरेक युप में 4 से 5 दल हैं जिनमें चिकित्सा, पशु-चिकित्सा, शिक्षा और कृषि कार्मिक सम्मिलित हैं। ये दल आदिवासियों में स्वानुभवन की आदत पैदा करने और अपनी रहन-सहन की स्थिति में सुधार करने के लिए जागृति उत्पन्न करने में सफल हुए

है। गत दो वर्षों के दौरान उसकी गति-विधिया के ब्यारे निम्नांकित है—

(1) इषि मम्बन्धी आधुनिक पद्धति अर्थात् के लिए इन दिन दिन द्वारा प्रदर्शन कार्य बनाया गया है।

(2) सुप्रग पाठ्य और कक्ष पाठ्य फार्म स्थापित किया गया है।

(3) मिचाई प्रगाजना के लिए मणिपुर में नदियों पर छाट-छाट बाध बनाया गया है।

(4) ममन्त्रत बीजा, खादा बीज-नाशिया और उषि मवधी आधुनिक आजागा और उपगाग न आदिवासिया का ना विचार ग्रहण करन वाला बना दिया गई।

(5) आदिगामा भर्त्ताओं वा उनाई मिलाड, खाना पकाना शिगु-खाना और गर्म स्वास्थ्य-विज्ञान के प्रशिक्षण के लिए कड़ाग चराई गई है।

(6) चिह्निता महायता प्रदान जो जा रही है और कुकुट खामी के लिए स्थापित किया जा रहा है। मणिपुर के भीनी क्षेत्रों में चार छोटे अस्पताल स्थापित किया गया है। गत दो वर्षों के दौरान आदिवासी क्षेत्रों में 64,000 में अधिक व्यक्तियों का चिह्निता उपचार किया जा चुका है।

विदेशों में भारतीय सास्कृतिक केन्द्र

2487. श्री बूलबन्द डागा क्या विदेश मन्त्री यह बताने की कृपा करेंगे कि :

(क) मित्र देशों के साथ सास्कृतिक मम्बन्धों का सुदृढ़ करने के लिए सरकार ने क्या कार्यवाही की है;

(ख) भारतीय मम्बन्धि का ज्ञान क्रान्ति के लिए सरकार न किन किन देशों में कन्द्रा की स्थापना की है और वे कितने समय में चल रहे हैं, और

(ग) पिछले वित्तीय वर्षों के दौरान, देशवार तथा केन्द्रवार उन पर कुल कितना व्यय हुआ?

विदेश संत्रालय में राज्य मन्त्री (श्री सुरेन्द्रपाल सिंह) (क) विदेश के साथ माम्बन्धि का सुदृढ़ करने के लिए सरकार ने अनेक कदम उठाए हैं। शिक्षा, विज्ञान औद्योगिकी, कला खेलकूद आदि वे क्षेत्र में कार्यक्रमों के द्विपक्षीय आदान-प्रदान के लिए 27 देशों से सास्कृतिक समझौते किए गए हैं। इसके अतिरिक्त विदेशों में भारतीय अध्ययन केन्द्रों की स्थापना, भारतीय सास्कृति के विविध रूपों पर पुस्तकों एवं पत्र पत्रिकाओं के प्रकाशन कला प्रदर्शनियों के आदान प्रदान, विदेश जाने वाले भारतीय विद्यार्थी और भारत आने वाले विदेशी विद्यार्थी के लिए अनु-

स्थापन पाठ्यक्रमों, कार्यक्रम प्रस्तुत करने वाले सामूहिक शिल्पमंडलों के आदान आदान और विदेशों में भारतीय सांस्कृतिक केन्द्रों की स्थापना द्वाग अन्य देशों के साथ इन सम्बन्धों को मजबूत करने का यत्न किया जाता है।

(ख) भारतीय सांस्कृतिक सम्बन्ध विविध ने सूवा, फिजी में (मार्च, 1971) मैनप्रान्सिस्मो में (अगस्त, 1972), और जार्जटाउन, गुयाना (जनवरी, 1973) वे सामूहिक केन्द्र स्थापित किए।

(ग) गन् 1971-72 में विदेश विविध भारतीय सांस्कृतिक केन्द्रों पर विस्तृत व्यवधान किया गया गया --

(i) सूवा (फिजी) --

रु 1,59,145. 97

(ii) जार्जटाउन (गुयाना)

रु 31,323. 37

(iii) मैनप्रान्सिस्मो (मध्यकून राज्य अमेरिका) -- कुछ नहीं।

अस्त्रांशो के निर्यात को बढ़ाने के लिए उत्पादन विभाग में एक नया कक्ष की स्थापना करना

2484. श्री धनशाह प्रधान : " क्या रक्षा मंत्री यह बताने की कृपा करेगे कि :

(क) क्या देश में रक्षा उत्पादन कारखानों में बनने वाले शस्त्रों के निर्यात को बढ़ाने के लिए रक्षा भंत्रालय ने रक्षा उत्पादन विभाग में कोई नया कक्ष स्थापित किया है; और

(ख) यदि हाँ, तो तत्सम्बन्धी मुद्रण क्या है ?

रक्षा भंत्रालय (रक्षा उत्पादन) में राज्य मंत्री (श्री विद्या वरण शुक्ल) : (क) और (ख). रक्षा भंत्रालय द्वाग रक्षा उपस्करों का निर्यात कुछ वर्षों में किया जा रहा है और कार्यभार के अनुसार ही कर्मचारियों को रखा जाता है।

Facilities for Copper Mining at Khetri

2489. SHRI DEVINDER SINGH GARCHA: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether copper has been found at Khetri in large quantities;

(b) whether the work for mining the ore is suffering due to the uncertain supply of electricity poorly maintained roads and no direct rail link; and

(c) whether there is refinery set up to purify the ore at present?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a). Yes, Sir

(b) The work of developing the Khetri and Kolihan Mines and the construction of various process plants is under progress at Khetri Copper Project. Power Supply position which was unsatisfactory in the past has now improved. Rail link to the Project is under construction and it is expected to be completed during the current year. As regards maintenance of roads, Hindustan Copper Limited has been taking up the matter with State Government from time to time.

(c) A copper refinery is being set up at Khetri Copper Project.

Production of Coal at Non-Coking Coal Mines after Nationalisation

2490. SHRI BIRENDER SINGH RAO:

DR. RANEN SEN:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether there is any improvement in the coal production following the take-over of non-coking coal mines in the country;

(b) the quantity of increased coal production in the Nationalised coal coking mines after nationalisation up to the 28th February, 1973 as compared to the period during the last year; and

(c) the steps taken or proposed to be taken to increase the production of coal?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) Yes, Sir.

(b) The monthly production of coking coal since the nationalisation of these mines, which was effected from 1.5.1972, as compared to the production in the corresponding month of the previous year is given below:—

Figures of production (In thousand tonnes)			
	During the month (1972-73)	During the corresponding month of the previous year (1971-72)	
May . . .	862	918	
June . . .	798	888	
July . . .	801	850	
August . . .	823	847	
September . . .	860	782	
October . . .	807	757	
November . . .	837	855	
December . . .	883	931	
January . . .	809	866	
February . . .	Not available yet	845	

A detailed plan is being drawn up.

Raise in Rate of Interest of E. P. F.

2491. SHRI BIRENDER SINGH RAO:

SHRI M. V. KRISHNAPPA:

Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether Central Board of Trustees of the Employees Provident Fund in its meeting during the month of February, 1973, recommended to the Government to raise the rate of interest for the amount on the subscribers' accounts to six per cent;

(b) if so, whether the Board have also recommended liberalisation of the pattern of investment and also to avail itself of the facility of conversion of low-yielding securities and noted that such facilities were offered by the Reserve Bank of India; and

(c) whether the Government of India have since examined these recommendations and if so, with what results?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) The Central Board of Trustees, EPF, has at its meeting held at Bombay in February, 1973 recommended to Government to declare interest at the rate of 6 per cent per annum for the year 1973-74.

(b) Yes.

(c) The matter is under consideration.

Tenders for Building Patrolcraft

2492. SHRI GIRIDHAR GOMANGI: SHRI C. T. DHANDAPANI:

Will the Minister of DEFENCE be pleased to state:

(a) whether India has called tenders to build the patrolcraft ship for Navy;

(b) if so, whether India has received tenders from large shipyard to build this patrolcraft; and

(c) if so, whether India has accepted the U.K. Grings tender in this regard and when the final decision for putting up this ship is taken?

THE MINISTER OF STATE DEFENCE PRODUCTION IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SUKHLA): (a) to (c). The question of indigenous construction of Patrol Craft for meeting the requirements of the Indian Navy has been under consideration for some time past. For this purpose, proposals were invited from a number of foreign parties. In response to this, offers were received from nine different firms and, after an examination of these offers the proposals submitted by three parties were considered *prima facie* suitable for further discussions. Detailed specifications of the Navy's requirements were accordingly furnished to these three firms for submitting their proposals for collaboration with the Indian Yard selected for building these craft but only two of the firms have responded to this further enquiry. Negotiations with them are at present in progress.

Payment of Wages of Workers of Bisrampur Colliery

2493. SHRI DINESH JOARDER— Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether 60 loaders of Bisrampur Colliery under N.C.D.C. refused to draw wages from the 13th November, 1972 onwards;

(b) if so, the demands of the loaders; and

(c) the steps taken by Government to redress their grievances?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) and (b). 53 loaders of Bisrampur Colliery of National Coal Development Corporation Ltd., refused to accept their wages from the 13th November, 1972 onwards as their wages were calculated on the basis of

workload of 100 cft. as compared with the workload of 72 cft. at SAIL Colliery in Bihar prior to their transfer to Bisrampur Colliery in Madhya Pradesh. This disparity in rate of wages is due to existence of different workloads for loaders in coal mines in Bengal-Bihar and Madhya Pradesh.

(c). The Regional Labour Commissioner (Central) Jabalpur who held conciliation discussions is further discussing the matter with the parties with a view to arriving at a settlement.

बैलाडिला लौह अयस्क खान क्षेत्र में एक ट्रक उलटने से भारे गए मजदूरों के परिवारों को सहायता

2494. डा० लक्मीनारायण पांड्य : श्रम और पुनर्वास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बैलाडिला लौह खाद्यक्षेत्र में एक ट्रक के उलटने से 16 मजदूरों की घटनामूलक पर ही मृत्यु हो गई तथा लगभग 50 मजदूर घायल हो गए; और

(ख) दुर्घटना के क्या कारण हैं तथा क्या मृतकों के परिवारों को ध्वनि तक किसी प्रकार की कोई सहायता दी गई है?

श्रम और पुनर्वास मंत्री (श्री रघुनाथ रेड्डी) : (क) एक मोटर ट्रक के उलटने के कारण 8-2-1973 को मैमर्स राष्ट्रीय लैनिंग विकास नियम की बैलाडिला स्थित संचया 14 यवीकृत खान (लौह अयस्क) में एक आतक दुर्घटना हटी। 16 अवृक्षित भारे गये और 22 अन्य घायल हो गए।

(क) बदान के परिसर में स्थित एक बाहन की मरम्मत करने और उसे पुनर्स्थापित करने में लगे एक ठेकेदार का ट्रक अपशिष्ट सामग्री और 38 अवृक्षियों का पहाड़ी की ओटी पर स्थित केम्प की ओर ले जा रहा था। कई माह काटने के बाद ट्रक एवं सीधी मड़क पर बढ़ता चला जा रहा था। गामा लगता है कि ट्रक-बालव किसी प्रकार गाई पर नियतण खो बैठा। जाच कायं प्रगति पर है और अभी यह पता नहीं है कि जिस ठेकेदार ने अभियों का नियाजित किया था उसने काई अनग्रह-पूर्वक ग्रदायगी री है या नहीं।

काश्मीर को चीन का अग विलाने वाले चीनी मानसिक्षण

2445 डा० लक्ष्मीनारायण पाण्डे क्या विदेश मवी यह बताने की कृपा करेंगे कि :

(क) क्या चीन द्वारा प्रकाशित कुछ मानसिक्षियां म काश्मीर का चीन वा अग दिखाया गया है आग

(ख) यदि हा ता हम बारे में मरकार की क्या प्रतिक्रिया है ?

विदेश मन्त्रालय में राज्य चीनी (श्री सुरेन्द्रपाल सिंह) (क) चीनी नक्शों में जम्मू तथा काश्मीर के अक्साई चीन क्षेत्र का चीन का हिस्सा दिखाया गया है ,

(ख) हमारी भीमा के बारे में भारत मरकार की स्थिति स्पष्ट है। वह मम्पूर्ण जम्मू तथा काश्मीर को भारत का अभिज्ञ अग मानती है।

हवाई सेवाएं पुनः प्रारम्भ करने के सम्बन्ध में भारत-वाक बातें

2496. डा० लक्ष्मीनारायण पाण्डे :
श्री हरी सिंह :

क्या विदेश मवी यह बताने की कृपा करेंगे कि

(क) क्या भारत और पाकिस्तान के बीच परस्पर हवाई सेवाएं पुनर्प्रारम्भ करने के बारे में बार्ता हुई थी ,

(ख) यदि हा ता क्या मरकार ने इंडियन एयरलाइन्स कारपोरेशन के अपहृत विमान की अनिपूर्ति और अपहरणकर्ताओं के आन्म समर्पण के प्रश्न उठाये हैं , और

(ग) उसका क्या परिणाम निकला ?

विदेश मन्त्रालय में राज्य चीनी (श्री सुरेन्द्रपाल सिंह) (क) शिमला मम्मीते के पैरा ; मे उल्लिखित मम्मीतो के मामान्य-करण हतु कदम उठाने के लिए भारत मरकार और पाकिस्तान मरकार के बीच कुछ पत्रों का आदान-प्रदान हुआ है। उन मदा पर बातचीत करने हेतु परस्पर शिष्टमडल भेजे जाने के किसी ठोक सुझाव पर अमल नहीं किया गया है।

(ख) और (ग) प्रश्न नहीं उठते ।

भारत की खाड़ी के क्षेत्रों की विदेश भंडी की
यात्रा

2497. श्री एस० एस० पुरस्ती :

श्री अम्बेडकर :

क्या विदेश भंडी यह बताने की कृपा
करेंगे कि :

(अ) क्या उन्होंने हाल में फारम
की खाड़ी के कुछ देशों का दौरा किया
था ,

(ब) यदि हा, तो जिन देशों का दौरा
किया था उनके नाम क्या है उनके साथ
किन विषयों पर चर्चा की गई और
प्रत्येक मामले में क्या निषंय निया गया ,
और

(ग) क्या उन देशों में हिन्द महा-
मागर और फारम की खाड़ी को जाति
धंत घोषित करने वाले उन्हें विदेशी प्रभाव
से मुक्त रखने के लिए महासागर लेने के
लिए काई बानचीत की गई थी और यदि
हा, तो उम्मका क्या परिणाम निकला ?

विदेश भंडालय में राज्य भंडी (श्री
सुरेन्द्रपाल सिंह) (क) और (ख)
विदेश भंडी ने निम्नलिखित देशों की यात्रा
की थी और उनकी तारीख उनके सामने
दे दी गई है ।

ओमन सुल्तानी राज्य—

जनवरी, 28-30, 1973
कसार राज्य—जनवरी, 30-31 1973

संयुक्त अरब अमीर राज्य —

जनवरी, 31-फरवरी 2,
1973

बहरीन राज्य —फरवरी, 10-11,
1973

कुवाइत राज्य—फरवरी, 11-14,
1973

यह यात्रा मुख्य रूप से मद्भावना
यात्रा थी और उम्मका उद्देश्य राजनीतिक,
आर्थिक, वाणिज्यिक और सामूहितिक
क्षेत्रों में आपसी हित के कई मामलों पर
विचार-विनियय करना था । महायोग
मम्बन्धी विस्तृत कार्यक्रम तैयार करने के
लिए और विशिष्ट प्रायोजनाओं का पता
लगाने के लिए इन देशों में विशेषज्ञों के
प्रतिनिधिमंडल भेजे—बुलाए जा रहे हैं।

(ग) इन देशों तथा भारत के बीच
विचारों की समानता यह थी कि खाड़ी
तथा हिन्द महासागर का क्षेत्र शाति का
क्षेत्र रहे और वडे देशों के आपसी विरोध
तथा तनावों से दूर रहे ।

I.N.T.U.C. Session held in February
1973

2498 SHRI N. R. VEKARIA

SHRI D. P. JADEJA.

Will the Minister of LABOUR AND
REHABILITATION be pleased to
state:

(a) whether a two days session of
I.N.T.U.C. was held on 10th and 11th
February, 1973;

(b) if so, the main suggestions made;
and

(c) the Government's reaction to
those suggestions?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) to (c). The Department of Labour and Employment have received copies of some resolutions adopted by the General Council of INTUC at its meeting held at Vasco-da-Gama on the 10th and 11th February, 1973. The Department have taken note of the suggestions which concern them.

बर्था में इरावती नदी के किनारे पर भारतीय वायु सेना के विमान का उतरना

2499. श्री हुकम चन्द कल्याण :

श्री आर० श्री० बड़े :

क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय वायु सेना के एक विमान को फरवरी, 1973 में वाघ होकर बर्था में इरावती नदी के किनारे उतरना पड़ा था ;

(ख) क्या सरकार ने इस घटना की कोई जांच कराई है ; और

(ग) यदि हां, तो दुर्घटना के कारण क्या है ?

रक्षा मंत्री (श्री जगदीशन राम) :
(क) से (ग) : भारतीय वायु सेना के एक विमान को 8 फरवरी 1972 को पोर्ट ब्लैयर से बापास आते हुए बर्था में बैसिन हवाई अड्डे पर एहतिहाती रूप से उतरना पड़ा। इस घटना की स्थान बीज करने के लिए एक जांच-धरातल के आदेश दे दिये गए हैं। इसकी रिपोर्ट अभी तक प्रतिस्पृष्ठ से तैयार नहीं हुई है।

युद्ध वन्दियों की परियों और बच्चों की सूची

2500. श्री हुकम चन्द कल्याण :

श्री आर० श्री० बड़े :

प्रत्येक 100

क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत सरकार ने पाकिस्तानी युद्ध वन्दियों की परियों और बच्चों की सूची इस बीच रेड कास को दे दी है ; और

(ख) यदि हां, तो उनकी मंज्या क्या है ?

विदेश मंत्रालय में राज्य मंत्री (श्री सुरेन्द्रपाल सिंह) : (क) और (ख) भारत सरकार ने स्विम-दूतावाम को पाकिस्तानी युद्ध वन्दियों तथा नागरिक वन्दियों के समस्त परिवारों (स्त्रियों और बच्चों) की सूची पाकिस्तान सरकार को भेजे जाने के लिए दे दी है।

Memorandum from All India Medical Representatives Association

2501. SHRI SAROJ MUKHERJEE : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether a memorandum has been received from the All India Medical Representatives' Association, if so, the main features of the memorandum;

(b) whether the Ministry assured the representatives of the Association that some of their demands would be accepted by Government as these were just in the opinion of Government; and

(c) whether these employees would come under the purview of Trade Disputes Act after the necessary rules are amended; if so, when this will be done?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a). A representation has been received from the Federation of Medical Representatives' Associations of India, this includes their demands for bringing medical and sales representatives under the Industrial Disputes Act and disciplining pharmaceutical managements against alleged anti-labour policies.

(b) and (c) The Federation has been informed that Government are considering their demand to bring the medical/sales representatives within the purview of the Industrial Disputes Act.

Non-Payment of Compensation for Indian Assets in Mozambique by Portuguese Authorities

2502. SHRI PURUSHOTTAM KAKODKAR:
SHRI P. M. MEHTA.

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Portuguese authorities have still not paid compensation for the assets of Indian nationals estimated at Rs. 5.3 crores frozen in Mozambique in 1961;

(b) whether Government have taken up this matter with the Portuguese authorities, and if so their reaction in the matter; and

(c) the amount of compensation paid to the repatriates so far?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) The Portuguese have still not paid any compensation for assets left behind by Indian repatriates from Mozambique.

(b) The Government have repeatedly approached the Portuguese Government through appropriate channels but have not received any response. Our efforts to press for the compensation are continuing.

(c) While no compensation as such has been paid, Government of India have made an *ex gratia* grant to these repatriates totalling Rs. 26.37 lakhs.

Preferential Treatment in Purchases made by D.G.S. & D

2503 SHRI PRIYA RANJAN DAS MUNSI. Will the Minister of SUPPLY be pleased to state:

(a) whether the DGS&D Department is making preferential treatment as to the purchase of industrial goods, specially the ceiling fans and almirahs; and

(b) if so, how many new industrial entrepreneurs have achieved the 'Rate Contract' supply from DGS&D in such cases?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (On behalf of MINISTER OF SUPPLY, SHRI SHAH NAWAZ KHAN) (a) and (b). By and large, the procurement of stores is arranged by the Directorate General of Supplies & Disposals on the basis of competitive bids keeping in mind the price, capacity of the firm to manufacture the store to the prescribed specifications and the suitability of delivery etc. by the different firms. No preferential treatment in the purchase of stores is accorded by the DGS&D except to the extent necessary for implementing the Government policy of encouraging small scale units and public sector undertakings. The Rate Contracts for different types of fans including ceiling fans and for steel furniture including almirahs were concluded by the DGS&D recently bearing in mind the same principles. However one new small scale unit was given the rate contract in the case of fans and 5 new small scale units for steel furniture on the merit of their offers.

Mini Steel Plant at Purulia in West Bengal

2504. SHRI PRIYA RANJAN DAS
MUNSI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the proposed mini steel plant at Purulia in West Bengal has started functioning;

(b) if so, when can we expect the production to start; and

(c) if not, whether the proposal is to be implemented in 1973 before July?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) to (c). Presumably, the Hon'ble Member is referring to the case of M/s. General Alloy Steel Limited who have been granted a Letter of Intent on 26th September, 1972 to set up a new undertaking for the manufacture of 25,000 tonnes of steel billets, strips and wire rods per annum at Purulia. The firm's request for revision/modification of the product-mix is being examined in consultation with the Government of West Bengal, and its proposals for foreign collaboration are also under examination. As such, no firm date regarding its commissioning can be indicated.

Location of Defence Production Units in States

2505. SHRI VAYALAR RAVI: Will the Minister of DEFENCE be pleased to state:

(a) the names of States where not even a single defence Production Unit is located;

(b) the reasons for the large scale concentration of these Units in some States; and

(c) whether Government propose to start some new units in the States referred to in (a) above?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): (a) to (c).

The following States do not have any Defence Production units:—

Jammu and Kashmir

Haryana

Delhi

Assam

Mizoram

Tripura

Nagaland

Kerala

Andaman & Nicobar Islands

Himachal Pradesh

Rajasthan

Punjab

Meghalaya

Manipur

Arunachal Pradesh

Gujarat

Pondicherry

Lacadive and Minicoy Islands

A number of the existing Defence Production units were set up decades ago. For selecting sites for new units which are set up to meet the known and anticipated needs of the services attention is paid to considerations of security, availability of infra-structural facilities etc. This practice will continue to be followed.

Review of Workers Wages after every Plan Period

2506. SHRI B. K. DASGOWDHURY: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether Government have chalked out any plan to review the wages of all categories of workers at the end of every Five Year Plan; and

(b) if so, the main points thereof.

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) No. Sir.

(b) Does not arise.

Closure of Factories due to Coal Shortage

2507. SHRI B. K. DASCHOW-DHURY: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether there has been shortage of coke in the country during the last year and the shortage is still prevailing;

(b) whether due to the shortage in supply of coke a number of factories have been closed down in different parts of the country; and

(c) if so, the facts thereof and the steps taken by Government is this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) Some complaints regarding non-availability of hard coke were received from various States. This shortage was mainly due to transport bottleneck.

(b) Some factories are reported to have shut down due to temporary shortage of coke.

(c) Disturbances in Andhra and the Engineers strike in Uttar Pradesh adversely affected the movement of wagons. A continuous watch is being maintained in consultation with the Ministry of Railways about supply and movement of coke to different States.

is located at Calcutta. The particulars relating to him are as follows:

- (1) Name
Shri R. Sondhi
- (2) Qualification:
Bachelor of Science.
- (3) Emoluments:
 - (i) Basic salary—Rs. 3,500 p.m.
 - (ii) Dearness allowance—Rs. 875/- p.m.
 - (iii) Free medical benefits for self and family as applicable to other senior executives of the company.
 - (iv) Leave travel expenses restricted to actual cost of rail/air tickets to and from any place in India upto a sum equivalent to half a month's basic salary and dearness allowance subject to a maximum of Rs. 2,000.
 - (v) Free unfurnished accommodation or in lieu thereof, a house allowance of 20 per cent of basic salary.
 - (vi) Free use of a motor car with driver.
 - (vii) Provident Fund and superannuation benefits as applicable to other senior executive staff of the company.

Reported Quit Notices to Asians in Kenya

2509. SHRI K. LAKKAPPA:
SHRI P. M. MEHTA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Kenyan Government have served quit notices on 418 Asians;

(b) the total number of Indians to be affected by such a move, and

(c) whether Government have lodged any protest with the Government of Kenya and if so, the outcome thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): The General Manager, Bolani Ores Ltd.,

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) (a) In pursuance of the policy of Kenyanisation, Government of Kenya have notified 410 non-citizen traders including Asians, Arabs and Europeans that their trade licences would not be further renewed.

(b) According to our information only three Indian nationals are affected.

(c) While the policy of the Government of Kenya in regard to progressive Kenyanisation of certain sectors of their economy is understandable Government have confidence in the assurance of the Kenya Government that such non-citizens will be phased out in an orderly manner.

Settlement of strikes and lock-outs in Private and Public Sector Undertakings

2510 SHRI SANKARRAO SAVANT Will the Minister of LABOUR AND REHABILITATION be pleased to state the steps taken or proposed to be taken to avoid or to bring about an early settlement of strikes and lock-outs in private and public sector undertakings?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY) Provision already exists under the Industrial Disputes Act, 1947 for the prevention and settlement of industrial disputes. However, Government propose to bring forward a comprehensive law on industrial relations to provide, *inter alia*, a more effective machinery and procedure for the expeditious settlement of disputes.

Reduction of Strength in Supply and Purchase Organisation of Indian Mission in London

2511 DR RANEN SEN Will the Minister of SUPPLY be pleased to state

(a) whether a sizeable Supply and Purchase Organisation is still main-

tained in London as a part of India's Diplomatic Mission there even though the purchase of British equipments has steeply declined in the last few years, and

(b) if so whether Government intend to drastically reduce the strength of this organisation?

THE MINISTER OF STATE IN THE MINISTRY OF LAW JUSTICE AND COMPANY AFFAIRS (SHRI D R CHAVAN) (On behalf of Minister of Supply SHRI SHAH NAWAZ KHAN) (a) Yes, Sir The India Supply Mission London purchases stores not only from Britain but also from the whole of Europe. There has not been any steep fall in the purchases made by this Mission but the strength of staff has been gradually reduced. The value of stores purchased from Europe and the staff strength of the Mission for the last five years is given below:-

Year	Value of Stores purchased	Staff strength
(in crores of rupees)		
1968-69	47.68	200
1969-70	46.04	200
1970-71	44.18	185
1971-72	90.24	185
1972-73*	45.00 approx	170

(*From April to October, 1972)

(b) It has since been decided to set up an integrated organisation by transferring the purchase work handled by the Defence Wing in London to the I.S.M. with a total strength of 132 posts. This would result in a reduction of 38 posts in the I.S.M. and 27 posts in the Defence Wing.

Abolition of Contract Labour in Nationalised Coal Mines.

2512. DR. RANEN SEN: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether most of the private coal mines before their nationalisation used to employ contract labour; and

(b) whether the practice of employing contract labour would be abolished by the nationalised coal mines?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) Yes.

(b) The question of abolition of certain categories of contract labour in coal mines is receiving attention.

Indo-U.S. Relations

2513. SHRI P. A. SAMINATHAN: SHRI RAM SHEKHAR PRASAD SINGH.

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Prime Minister has recently received any letter from the U.S. President and if so, the contents thereof;

(b) whether the Prime Minister has since replied to the letter; and

(c) whether there is any hope for improvement of the relations between the two countries?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA FAL SINGH): (a) and (b). There has recently been an exchange of courtesy messages between the Prime Minister and President Nixon on such occasions as President Nixon's inauguration and birthday.

(c) Both Governments have expressed their desire to improve relations.

Loss of Production in Monetary Terms Due to Strikes, Lock-outs and Lay-offs

2514. SHRI FATEHSINGH RAO GAEKWAD: Will the Minister of LABOUR AND REHABILITATION be pleased to state the estimated loss of production in monetary terms as a result of strikes, lock-outs and lay-offs during the last three years?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): According to available information, the value of production lost due to strikes and lock-outs during 1970, 1971 and 1972 was as follows:

Year	No. of Industrial production disputes (Strikes and lock-outs).		Value of production lost (in Rs. crores)
	I	2	
1970	.	2,889	55.08 (1,518)
1971	.	2,752	90.54 (1,659)
1972	.	2,614	60.65 (provisional)

Figures in bracket in Col. 3 indicate the number of cases to which the information relates.

Visit of Yugoslavia Trade Union Delegation

2515. SHRI NAWAL KISHORE SHARMA: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether a delegation of Yugoslavia Trade Union recently visited India;

(b) if so, the nature of the discussion the delegation had with the Minister of Labour and Rehabilitation;

(c) the suggestions put forth by the delegation for the betterment of trade unions in the country; and

(d) the extent to which the Indian trade unions have accepted or are accepting the suggestions?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) and (b). A delegation of Yugoslav Trade Union which visited India recently had made a courtesy call on the former Minister of Labour and Rehabilitation on the 5th February, 1973.

(c) and (d). Do not arise.

Survey for Mineral Wealth of Tamil Nadu

2516. SHRI K. BALADHANDAYUTHAM: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether any detailed survey has been carried out by Geological Survey of India in Tamil Nadu to find out the mineral wealth of the State;

(b) if so, the main features of the work carried out in this respect; and

(c) the results achieved as a result of this survey?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) Yes, Sir.

(b) Preliminary mineral investigations by systematic geological mapping followed by detailed mineral investigations by large scale mapping, geochemical and geophysical prospecting, pitting, trenching and drilling have been and are being carried out in various parts of Tamil Nadu.

(c) As a result of surveys carried out so far, deposits of lignite, iron ore, bauxite, limestone, magnesite, copper ore, ilmenite and garnet sands, vermiculite, gold, gypsum, clays and molybdenite have been located. Geological and mineral maps of Tamil Nadu have also been published.

Exploration of Non-Ferrous Metals

2517. SHRI K. BALADHANDAYUTHAM: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether progress in regard to exploration and exploitation of non-ferrous metals has been slow;

(b) if so, the reasons therefor; and

(c) the steps taken to intensify the exploration and exploitation of non-ferrous metals?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) No, Sir. During past decade considerable exploitation work has been done for proving reserves of non-ferrous metals. This is evident from the fact that the reserves of copper ore lead-zinc ore, nickel ore and aluminium ore as estimated upto 1971, are 245 million tonnes, 107 million tonnes, 37 million tonnes and 230 million tonnes respectively whereas ore reserves of copper, lead-zinc, nickel and aluminium were only 3 million tonnes, 10 million tonnes, nil and 28 million tonnes respectively upto 1956.

(b) Does not arise.

(c) A technical Committee appointed by Government has, in the report recommended that the systematic mapping programme should be expedited to the maximum extent possible and mapping of the country should be completed by 1985. This has been accepted by Government and programmes are being formulated by the Geological Survey of India to intensify geological mapping and regional mineral exploration through recruitment.

of additional personnel and procurement of sophisticated equipment during the Fourth, Fifth and Sixth Five Year Plans. A Mineral Exploration Corporation has been set up in the public sector to intensify the detailed mineral exploration of the country. Exploration for non-ferrous metals is being given due importance in the programme for intensive exploration of minerals.

As regards extensive exploitation of non-ferrous metals, exploitation in Khetri has already started on trial basis. The Project report for exploitation of Rakha Phase II, Bihar is under study by the Hindustan Copper Limited. An exploratory mining scheme for Agnigundala copper deposit is in progress by Hindustan Copper Limited and Malanjkhanda copper deposits development scheme is under consideration. Regarding exploration for lead-zinc in Rajasthan and Gujarat, Hindustan Zinc Limited has exploratory programme in East and West Mochia and in Zawarmala area. Dariab-Rajpura lead-zinc feasibility study has been prepared by a foreign production of bauxite. An aerial survey of non-ferrous belts in Rajasthan, Andhra Pradesh and Bihar, under Operation Hardrook, has also been completed.

Industrial Units Exempted from Provision of E.P.F. Act

2518. SHRI K. BALADHANDAYU: THAM: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether any industrial units have been exempted from the operation of the Employees' Provident Fund Act;

(b) if so, the name of the units exempted and the period of exemption; and

(c) the reasons for such exemptions?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) to (c). The Employees' Provident Funds and Family Pension Fund Act, 1952 applies to establishments which are included in Schedule I to the Act and the classes of establishments as specified under section 1(3)(b) of the Act from time to time. Particulars of the three classes of establishments exempted from the purview of the Act under section 16(2) are given in the enclosed statement.

Statement

Sl. No.	Industrial Units	Reasons for exemption	Period
1	Establishments owned or controlled by Charitable Institutions.	Working exclusively for the benefits of their own employees.	Granted exemption for 20 years from 13-8-1955 to 12-8-1974.
2	Handloom factories organised as Industrial Co-operatives.	On financial grounds.	Granted exemption for 20 years from 1-1-1955 to 31-12-1974.
3	Factories engaged in Lac including Shellac Industries.	On financial grounds.	Granted exemption for 10 years from 31-12-1961 to 31-12-1970. (The question of grant of further exemption is under consideration.)

Rehabilitation of Indians Repatriated from Sri Lanka in Tamil Nadu

2519. SHRI K. BALADHANDAYUTHAM: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether the Indians repatriated from Sri Lanka were mostly Tamilians;

(b) whether all of them have been settled in Tamil Nadu; and

(c) what assistance has been given to Tamil Nadu Government by the Centre for settling them?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) Yes, Sir.

(b) A Statement showing the number of repatriates arrived from Sri Lanka and the States in which they have been resettled is attached.

(c) The Central Government gives loans and grants to cover the full expenditure on all schemes sanctioned for relief and rehabilitation of the repatriates. The Government of Tamil Nadu have so far been given a loan of Rs. 215 lakhs and a grant of Rs. 52 lakhs for resettlement of repatriates from Sri Lanka.

Statement

(i) Total number of repatriates arrived from Sri Lanka upto 24-2-73. 85627 Persons (20609 families.)

(ii) No. of applications for assistance pending as on 31-7-72. 6665

(iii) No. of families of Sri Lanka repatriates given reha-

bilitation assistance upto 31-12-72 is indicated below:-

Tamil Nadu	537
Mysore	276
Kerala.	276
Andhra Pradesh	22
Andaman & Nicobar	2
TOTAL	5113

The other families are apparently those who have resettled themselves on their own with the assets brought from Sri Lanka and such assets as they may have owned in India or those who have not applied for any rehabilitation assistance

Developing of basic Raw Materials for Public Sector Aeronautic Industry

2520. SHRI H. M. PATEL: Will the Minister of DEFENCE be pleased to state:

(a) the extent to which the country has succeeded in developing its own basic raw materials for the public sector aeronautic industry;

(b) whether attention of Government in this regard has been drawn to a statement made by Air Marshal O. P. Mehra in Bangalore recently (published in the "Commerce Weekly" of 23rd December, 1972, page 1536); and

(c) if so, the reaction of Government in this regard?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): (a) The raw materials used in the aircraft

industry include aluminium, magnesium, copper and nickel base alloys, titanium alloys; special steels, rare metals, non-metallic materials such as acrylic sheets, glass cloth, rubber items, and various consumables of a proprietary nature such as resins, paints, varnishes, adhesives, sealants etc. These are governed by stringent specifications for use in the aeronautics industry. Most of the requirements are at present imported, but indigenous sources have been developed for a part of the requirements of aluminium alloys, copper alloys and magnesium alloys, the latter based on imported virgin metal. A part of the requirements, of non-metallic items like glass cloth and consumables are also met from indigenous sources

(b) Yes, Sir.

(c) The report relates to the welcome address of HAL's Chairman on the occasion of the christening of the agricultural aircraft and the acceptance of the first "Cheetah" helicopter by the Raksha Mantri on 14th December, 1972 at Bangalore, wherein *inter alia* the need for developing indigenous sources of supply for basic materials on priority has been stressed. Government attach considerable importance to this. Vigorous efforts are being made to accelerate the pace of import substitution so as to progressively, diminish our dependence on imported materials. Government have also recently decided to set up a plant for the manufacture of special metals and super alloys required for the aeronautics industry.

Depending on Foreign Sources for Basic Raw Materials for Aeronautic Industry

2521. SHRI H. M. PATEL: Will the Minister of DEFENCE be pleased to state the extent to which India depends on foreign sources for the basic raw materials for the aeronautic industry?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): The raw materials used in the aircraft industry include aluminium, magnesium, copper and nickel base alloys, titanium alloys, special steels, rare metals, non-metallic materials such as acrylic sheets, glass cloth, rubber items, and various consumables of a proprietary nature such as resins, paints, varnishes, adhesives, sealants etc. These are governed by stringent specifications for use in the aeronautics industry. Most of the requirements are at present imported, but concerted efforts are being made to develop indigenous sources of supply for as many items as possible.

Non-Deposit of E.P.F. Dues by Westing House Saxby Farmer Ltd. Calcutta

2522 SHRI JYOTIRMOY BOSU: Will the Minister of LABOUR AND REHABILITATION be pleased to state.

(a) whether his attention has been drawn to the fact that "Westing house Saxby Farmer Ltd," Calcutta, under the management of the Government of the West Bengal has not deposited the Provident fund from August, 1970 to February, 1972 amounting to approximately Rs 19 lakhs with the result that those who have retired or left the firm are not getting their provident fund dues for more than a year;

(b) if so, whether Government have ascertained from the Government of West Bengal the exact position in this regard; and

(c) if so, the facts thereof?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) to (c). The matter was not brought to Government's notice. The Provident Fund Authorities have now reported as under:-

"M/s. Westinghouse Saxby, Farmer Ltd., Calcutta have defaulted

in the payment of provident fund dues for the period August, 1970 to March, 1972 and Rs. 19 lakhs (approximately) are due to be transferred to the Board of Trustees of the establishment. The State Labour Department is reported to have drawn up a Scheme of Payment for liquidation of arrears by 31st March, 1974 and have requested the Department of Public Undertakings to allocate Rs. 6 lakhs during the current financial year and the balance of Rs. 13 lakhs during the next financial year. The establishment has been asked by the State Labour Department to make provision for payment to out-going members. Monthly returns show payment to the members. The matter has been taken up with the Government of West Bengal. Prosecution report for the period August, 1970 to March, 1972 has also been sent to the State Government for necessary sanction."

Purchase of Bhuggt Building by Bharat Coking Coal Company

2523. SHRI JOYTIRMOY BOSU: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Bharat Coking Coal Company a public sector undertaking, has recently purchased "Bhuggt Building" near Jharia town in Bihar;

(b) if so, the purposes for which such purchase has been made; and

(c) total covered space of the building, the time at which it was constructed its owner its depreciated book value and the price at which the building purchased?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) to (c). Material is being collected and will be placed on the Table of the House.

Average Earnings of Workers.

2524. SHRI JOYTIRMOY BOSU: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) the State-wise and industry-wise average earnings of a worker for the latest (available) year;

(b) whether the National Commission on Labour had recommended fixation of need-based minimum wage on a regional basis; and

(c) if so, what action, if any, has been taken on the said recommendations?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) The available information regarding "Wages and Earnings of industrial and agricultural workers has been published in Part IV-pages 53 to 95 of the Indian Labour Statistics 1972.

(b) The National Commission on Labour has not made any recommendation for fixing need-based minimum wages on a regional basis; it has instead suggested that need-based wages and the wages at higher levels of fair wage may, and can be introduced by convenient and just phasing, keeping in mind the extent and capacity of the employer to pay the same. It is only in the context of the national minimum wage that the Commission has concluded that it may be possible that in different homogeneous regions in each State, a regional minimum could be notified; for a national minimum wage for the whole country was neither feasible nor desirable.

(c) The recommendations of the Commission relating to wages are under consideration.

वंशजन हैतां से आये शरणार्थियों कर हुए व्यय

विवरण

2525. श्री अम्बेड़कर :

(लघुतो में)

श्री सी० के० अनुप्पत्ति :

क्या अम और पुनर्जाति मन्त्री यह बताने की हुपा करेगे कि :

(क) बगला देश म भारत आने वाले शरणार्थियों पर उन के आने के दिन से प्रायंत वापस लौटने की नारीक तक हुय व्यय का मदवार विवरण क्या है, और

(ख) उन देशों के नाम तथा उन से आप्स धनराशि का पूर्ण विवरण क्या है जो बगला देश म आय शरणार्थियों की महायात्रा प्राप्त हुआ?

अम और पुनर्जाति मन्त्री (श्री रघुनाथ रेड्डी) (क) बगलादेश के शरणार्थियों चर उनकी भारत आने की तिथि से उनके बूर्जत बगला देश लौटने की तिथि तक अत्येक शीर्ष के अन्तर्गत हुए कुल अन्तिम व्यय के आकड़े अभी नैयार किए जा रहे हैं। ऐसे ही ये आकड़े नैयार हो जाएंगे सभा की की ओर पर रख दिए जाएंगे।

(ख) बगला देश के शरणार्थियों को राहूत देने के लिए विदेशों से प्राप्त नकद राशि जोका उन देशों के नाम सम्बन्ध विवरण में विए जाए है।

1 संयुक्त राज्य अमेरिका	8 22 करोड़
2 इंग्लैण्ड	17 27 "
3 नैदरलैंड्स	1 41 "
4 चैकास्नावाकिया	0 05
5 स्वीडन	0 55 ,
6 कनाडा	1 46
7 संयुक्त राष्ट्र शरणार्थी (देशों के नाम नहीं दिए हैं)	12 54 "
8 स्वैच्छिक संगठन (पश्चिम जर्मनी)	1 10 "
9 आस्ट्रेलिया	0 05 "
योग -	42 65 ,
	- - -

Electric furnace steel Plants set up against Licences issued

2526 SHRI K S CHAVDA Will the Minister of STEEL AND MINES be pleased to state

(a) the licences so far given for electric furnace steel plants in the country,

(b) the number of licence holders who have put up to the plants and those failed to do so and the reasons therefor, and

(c) whether Government have made any study of the economics of these

mini-steel plants and if so, the result thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) Twenty five units have so far been granted letters of intent/COB/industrial licences for manufacture of steel ingots/billets through electric furnace-cum-conventional continuous casting process.

(b) According to the latest information available, out of these, ten units have reported that they have commenced production. The remaining parties are taking necessary steps in this direction and are expected to put up the plants in due course.

(c) Government have not made any study, as such on the economics of electric furnace units. However in the context of existing shortage of steel, setting up of small steel making plants using ferrous scrap as the feed stock, with a comparatively low investment, short gestation period, high yield, has been considered to be viable. This would also appear to be so from the number of parties who have shown interest in setting up such Units.

Manufacture of Winter Clothing for Armed Forces from Indigenous Raw Material

2537. SHRI C. JANARDHANAN: Will the Minister of DEFENCE be pleased to state:

(a) whether the Armed Forces are now depending on imported wool for the manufacture of winter clothing;

(b) the annual expenditure on the import of wool for the purpose;

(c) whether Government have explored the possibility of manufacturing winter clothing for the armed forces from indigenous raw materials; and

(d) if so, what steps are being taken in this direction?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): (a) The Armed Forces are partly dependent on imported wool for the manufacture of winter clothing.

(b) The annual expenditure on the import of wool for the purpose is estimated to be of the order of Rs. 2 to Rs. 2.5 crores on the basis of the prevailing prices.

(c) and (d). Yes, Sir. The R & D Organisation of the Ministry of Defence has been already seized of the problem and a number of projects have been undertaken for substitution of imported wool; Successful results have also been achieved in some cases and further work is in progress to reduce the quantum of imported wool by partly or wholly substituting it by indigenous wool/man made fibre mixtures.

Latest Weapons for Navy

3528. SHRI C. JANARDHANAN: Will the Minister of DEFENCE be pleased to state:

(a) whether the attention of Government has been drawn to the news which appeared in the "Hindustan Times" dated the 6th January, 1973 under the caption "Navy wants weapons for the future"; and

(b) if so, the steps taken by Government to provide latest weapons to Navy?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) Yes, Sir.

(b) The requirements of weapons for the Navy are constantly reviewed with a view to providing latest weapons in the ships. All the weapons required by the Navy are still not produced indigenously, but efforts are being made to acquire suitable weapons, as required from abroad.

and to step-up indigenous production wherever possible. The Hon'ble Member would appreciate that it will not be in public interest to disclose further details in this regard.

Protest from CITU against non-inclusion of its nominees in Advisory Board for non-Coking Coal Mines

2529 SHRI MOHAMMAD ISMAIL: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government are aware that the CITU have protested against non-inclusion of its nominees in the Non-Coking Coal Mines Advisory Board;

(b) whether Government are aware that the CITP have a sizable membership in the Coal Industry; and

(c) if so, the reasons of not taking representatives of the CITU in the Advisory Board?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) Yes, Sir.

(b) and (c). The question of setting up of an Advisory Board for Non-Coking Coal Mines is under consideration.

Retrenchment of Industrial Employees of Proof and Experimental Establishment at Balasore (Orissa)

2530. SHRI ARJUN SFTII Will the Minister of DEFENCE be pleased to state:

(a) the reasons for the contemplated retrenchment of industrial employees of Proof and Experimental Establishment at Balasore (Orissa), and

(b) why immediate order for the restoration of those Proof and Trials

work which have in the recent past been assigned to the newly built artificial proof ranges has not been accorded to this establishment?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): (a) No retrenchment of industrial employees of Proof and Experimental Establishment, Balasore, has been carried out or is contemplated

(b) No work pertaining to Research and Development organisation has been assigned to the newly built proof ranges. All the work connected with trials and evaluation of equipment and ammunition developed by Research and Development organisation is still being done at Proof and Experimental Establishment, Balasore. Since the experimental work on certain stores has considerably gone up and is likely to go up even more and since even some routine Proof work is still being carried out at Balasore, it is not feasible to load that Estt. with routine proof work now being done elsewhere.

Representation from Cannanore Food Corporation Chummattu Thozhilal Union regarding implementation of Contract Labour (Regulation and Abolition) Act, 1970

2531. SHRI C. K CHANDRAPPAN: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether Government have received a representation from the Gannanore Food Corporation Shummatu Thouhilali Union (AITUG) requesting the Government to take immediate steps to implement the Contract Labour (Regulation and Abolition) Act, 1970;

(b) whether the Central Board which was to be constituted according to this Act, has not yet been constituted, if so, the reasons for the delay;

(c) the decision of Government in the matter of taking all necessary steps to fully implement this Act?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) Yes, Sir.

(b) The Central Advisory Contract Labour Board was constituted on 30th October, 1971.

(c) The Government of India have brought the Act and the Rules made thereunder into force with effect from 10th February, 1971. Various authorities under the Act have been appointed and necessary steps have been taken to implement the Act fully in the Central Sphere.

The State Government of Kerala who are the 'Appropriate Government' in respect of the Gannanore Food Corporation are taking steps to finalise the Rules, framed under the Act.

Supply of Steel to Maruti Limited

2532. SHRI JYOTIRMOY BOSU: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Maruti Limited, Haryana (a small car Company) has been allotted steel quota for its project.

(b) if so, when the Company had applied for such quota;

(c) when the quota was sanctioned; and

(d) the total quantity of steel asked for by the company and the quantity actually supplied by his Ministry?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) to (c). The system of allotment of quota has been abolished under the revised steel distribution procedure in vogue from May, 1970.

(d) Details regarding the quantities of steel asked for by the firm and supplies there against from different sources are being collected and will be laid on the Table of the House.

Shortage of Coal for Bhilai Steel Plant

2534. SHRI S. R. DAMANI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Bhilai unit of the HSL are experiencing scarcity of coking coal;

(b) if so, since when this has started and the reasons thereof;

(c) the loss of production in these units as a result and whether any other units are also experiencing this shortage; and

(d) the steps taken to ensure uninterrupted supply of coking coal according to the requirements of the units?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a)

There has been no scarcity of coking coal for the Bhilai Steel Plant. However, for the past few months the Plant has been working with lower stocks of coal than normal.

(b) The reduction in the stocks of coal is mainly on account of erratic power supply which has affected the smooth functioning of the coal washeries and partly on account of transport difficulties in the eastern sector.

(c) There has been no loss of production in Bhilai Unit on account of scarcity of coking coal. While the Rourkela Steel Plant and TISCO have also been facing the problem of lower coal stocks normal than their production also has not been adversely affected.

(d) Constant liaison is being maintained with all the agencies concerned with power generation and rail transport both at the Plant level and at the Ministry level to ensure that neither of these factors becomes a serious bottleneck in maintaining uninterrupted production in the Steel Plant.

Proposal from Bihar Government for take over of Britannia Engineering Company's Wagon Division

2534 SHRI TRIDIB CHAUDHURI Will the Minister of HEAVY INDUSTRY be pleased to state

(a) whether Government of Bihar have made any proposal for taking over the management of the factory of the Britannia Engineering Company's Wagon Division at Mokameh under the Industries (Development and Regulation) Act and

(b) whether any steps have been taken by the Government so far to follow up this proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD)

(a) Yes Sir

(b) It has been decided to set up an Investigation Committee under Section 15 of the IRD Act to look into the affairs of Britannia Engineering Company (Wagon Division) at Mokameh

Scheme for exploitation of Malanjkhanda Copper Mines by Hindustan Copper Corporation

2535 SHRI TRIDIB CHAUDHURI Will the Minister of STEEL AND MINES be pleased to state

(a) whether any plans for exploiting the open cast copper mines at Malanjkhanda in Madhya Pradesh have been drawn up by the Hindustan Copper Corporation and finalised

(b) whether there will be any separate ore smelting plant for Malanjkhanda Ores or these will be taken to Khetri and Ghatsila for smelting, and

(c) the estimated costs for the total project?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD) (a) Hindustan Copper Limited have made preliminary studies for the development of Malanjkhanda Copper Deposit On the basis of these studies a decision has been taken to appoint foreign consultants for the preparation of Feasibility Study for the mining operations and for setting up of a concentrator plant at Malanjkhanda. The appointment of consultants is being processed

(b) The decision whether to set up a Copper Smelter at Malanjkhanda or to transport copper concentrates of Khetri or Ghatsila for smelting will be taken on the size of the operations to be recommended by the consultants

(c) It is not possible at this stage, to indicate the cost of the total project

Administrative Machinery for the Nationalised Non-Coking Coal Mines

2536 SHRI S R DAMANI Will the Minister of STEEL AND MINES be pleased to state

(a) the reasons for the Government take-over of non-coking coal mines

(b) the details of administrative machinery set up for their management

(c) whether any plans have been drawn up for working the mines more efficiently and if so their main features and

(d) if not the time by which this work will be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA) (a) There was lack of effort on the part of the private coal-mine owners to make fresh investment for the development of these mines, and there was scant regard for mineral conservation and

there was also an imminent danger due to lack of maintenance. A number of mines had been closed down in the Asansol Raniganj coal belt and even those which had been working were not utilising their capacity in an appropriate manner. There was exploitation of labour and the Wage Board Award was not being fully implemented in a number of mines. Payment of State Government dues was in heavy arrears. In addition, the mines in the private sector are expected to contribute an additional quantity of 28 million tonnes in the Fifth Five Year Plan requiring large scale investment, which was beyond the capacity of the private owners. Taking all these aspects into consideration, the Government have taken over the management of all the non-coking coal mines, pending nationalisation of such mines, under the Coal Mines (Taking over of Management) Ordinance, 1973.

(b) For the purpose of management, the Coal Mines Authority have divided the taken-over mines into 49 groups each under a Custodian drawn from the Public Sector coal Companies or Coal Board of the Directorate General of Mines safety. Adequate delegation of powers to the Additional Custodian Generals and Deputy Custodian Generals has been made by the Custodian General to ensure smooth working of the mines.

(c) and (d). During the very short period after the take over of the management no comprehensive plan to improve the working efficiency of the mines could be drawn up. The Custodian General of the Coal Mines Authority, is constituting a committee go into the matter in depth.

Progress on Units of Hindustan Copper Limited

2537. SHRI S. R. DAMANI: Will the Minister of STEEL AND MINES be pleased to state:

(a) the progress made on the units of the Hindustan Copper Limited during the year;

(b) the time it will take to complete the work at Khetri Project and to start production;

(c) whether efforts are being made to locate new deposits and to ascertain their potentialities for commercial exploitation; and

(d) if so, the broad outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) All round progress was achieved at the various projects of Hindustan Copper Limited in the year 1972. At Khetri Copper Project, the progress of work of mine development and construction of various process plants was stepped up. Total investment made in the project in the year is about Rs. 22 crores. At Rakha Copper Project, in addition to the mine development, the work of construction of the concentrator plant was also taken up. At Agnigundala the major portion of work on exploratory mining scheme on Bandalamottu deposit was completed and the work on preparation of Detailed Project Report was taken up. The development of Dariba Copper Project was also taken up. At the Indian Copper Complex, Ghatsila which was taken over by the Company during the year, the rate of production of copper metal increased to about 1100 tonnes per month by the end of the year as against the average of 800 tonnes during 1971.

(b) The Khetri Copper Project is expected to go into production in early 1974.

(c) and (d). Geological exploration to locate new mineral deposits is a continuous process. Recently a promising copper deposit has been located at Malanjkhand in Madhya Pradesh. Necessary steps for the development of this deposit are being taken.

**Shifting of Part of Labour Bureau
from Simla to Chandigarh**

2538. SHRI VASANT SATHE: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether part of the Labour Bureau had to be shifted from Simla to Chandigarh due to lack of office accommodation at Simla;

(b) the number of staff shifted to Chandigarh and monthly rent paid for the office building; and

(c) whether for administrative and operational convenience Government intend to shift these offices near Delhi or some other suitable place and if so, the stage at which the proposal stands?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHU-NATHA REDDY): (a) Yes.

(b) The number of officers and staff shifted from Simla to Chandigarh was 119 and at present monthly rent of Rs. 5,950 p.m. is being paid for the office buildings at Chandigarh.

(c) The matter is receiving attention.

Promotion quota for Economic Investigators in Labour Bureau

2539. SHRI VASANT SATHE: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) the promotion quota for Economic Investigator Grade II to Economic Investigator Grade I in Labour Bureau;

(b) how it compares with the 50 per cent quota that exists for such grades in Directorate of Economics and Statistics, Department of Agriculture; and

(c) whether Government propose to suitably increase the quota of promotion?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHU-NATHA REDDY): (a) and (b). In accordance with the Recruitment Rules for appointment of Investigators Grade I in the Labour Bureau; 1/3rd of the vacancies of Investigator Grade I are to be filled by promotion of Investigator Grade II. This can be compared favourably with the promotion quota for Research Investigator (Grade II) to the post of Research Investigator (Grade I)/Section Officer (Technical) in the Directorate of Economics & Statistics.

(c) No

Bye-product of Khetri Copper Project

2540 SHRI RAJDEO SINGH: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether after a long wait and patience the Rs. 115 crores Khetri Copper complex is nearing completion;

(b) whether a bye-product sulphuric acid will be available in sufficient volume to start the Fertilizer plant to produce 200,000 tonnes of triple superphosphate;

(c) whether other bye-products most needed by the country will be obtained; and

(d) if so, the broad outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) Yes, Sir.

(b) Yes, Sir. At the full operation stage bye-product sulphuric acid would be available in sufficient quantity to produce about two lakh tonnes of Triple Super-Phosphate.

(c) and (d). Hindustan Copper Limited is examining the possibility of utilising fluorine which will be a bye-product of Fertilizer Plant for the production of cryolite.

Production of Saleable Steel and Ingot Steel at Public Sector Steel Plants

2541. SHRI RAJDEO SINGH: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the saleable steel production of 281,500 tonnes in the three public sector steel plants in January was the highest so far in any previous months;

(b) whether the total production of ingot steel was the highest during the current financial year; and

(c) if so, whether these highest productions are the outcome of any special programme or routine production?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) The actual total production of saleable steel from the three integrated public sector Steel Plants under Hindustan Steel Limited during the month of January, 1973, was 2,82,200 tonnes. This is the highest so far in any one month.

(b) Yes, Sir.

(c) The management of Hindustan Steel Limited have taken and are taking a number of measures to step up production progressively and the rising trends in production can be said to be the result thereof.

Suppression of Civil Engineer Assistants in H.E.C., Ranchi

2542. SHRI BHOGENDRA JHA: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) the total number of Civil Engineer Assistants affected through suppression in the H.E.C., Ranchi upto now;

(b) whether the affected Engineer Assistants have been representing against this suppression; and

(c) if so, Government's reaction thereon, and whether it is proposed to undo these if not, reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD):

(a) In 1966, some Engineer Assistants (Civil) of the Construction Division of Heavy Engineering Corporation were declared surplus. About 130 of them were absorbed in the Production Divisions of the HEC Plan's after obtaining their options. Subsequently, some of these Engineer Assistants were promoted to the posts of Junior Engineers. As many of them were junior to their colleagues in the Construction Division before their transfer, the Engineer Assistant (Civil) of the Construction Division felt that they had been superseded by their juniors. The number of Engineer Assistants falling in this category in 109.

(b) Yes, Sir.

(c) The Heavy Engineering Corporation Management on 6th July, 1972 constituted two cadres of Civil Engineering personnel viz., Civil Construction and Maintenance Cadre and Civil Structural Design Cadre. All the Civil Engineering personnel were asked to exercise options for allotment to either cadre. Their suitability for allocation to these cadres has been assessed by a Committee. Action to promote them in the respective cadres is being taken by the Heavy Engineering Corporation, subject to availability of vacancies.

Transfer of civilian staff of Armed Forces Headquarters

2543. SHRI BANAMALI PATNAIK: Will the Minister of DEFENCE be pleased to state:

(a) the number of civilian staff in the Armed Forces Headquarters offices who are working in the same Branch for more than twenty years;

(b) the reasons for not effecting periodical transfers as is being done in the civil Ministries; and

(c) whether existing system of over-retention is not resulting against the morale and efficiency of the service?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J B PATNAIK): (a) to (c). The information is being collected and will be laid on the Table of the House.

Raising of in rate of interest on Employees Provident Fund

2544 SHRI VASANT SATHE: Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) the reaction of Government to the recommendation of the Central Board of Trustees of the Provident Fund for raising the rate of interest on the subscribers accounts to t per cent;

(b) the extent of provident fund dues outstanding against defaulting employees and their number for the last three years; and

(c) the measures proposed to effect improvement in recovery performance?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) The rate of interest on the accounts of the subscribers to the EPF was raised to 6 per cent per annum for the year 1972-73. The Central Board of Trustees, Employees' Provident Fund, has recommended for the year 1973-74 the same rate of interest i.e. 6 per cent per annum in their last meeting. A proposal in this regard has been received recently and is under consideration.

(b) Arrears of Provident Fund contributions in respect of the un-exempted establishments together with the number of defaulting un-exempted

establishments during the last three years as reported by the Provident Fund authorities are given below:—

As on	Arrears of provident fund contributions	No. of defaulting un-exempted establish- ments
(in lakhs of rupees)		
31-3-1970.	1468 71	8,400
31-3-1971	1649 40	7,842
31-3-1972	2065 57	8,000

(c) Besides amendments to the Employees' Provident Funds and Family Pension Fund Act, 1952 providing for more deterrent penalties against the defaulting employers under consideration of the Government, the following steps are taken against the un-exempted establishments which default in payment of dues and/or submission of returns:—

- (i) Prosecution is launched under Section 14 of the Employees' Provident Funds & Family Pension Fund Act, 1952.
- (ii) Revenue Recovery proceedings are initiated under Section 8 of the Employees' Provident Funds and Family Pension Fund Act, 1952.
- (iii) In suitable cases, complaints are filed with the Police Courts under Section 406/409 of the Indian Penal Code.
- (iv) The default is brought to the notice of the Employers' and Workers Organisations including the Trade Unions.
- (v) Penal damages are levied under Section 14-B of the Employees' Provident Funds and Family Pension Fund Act, 1952.
- (vi) In some cases, the establishments are afforded a chance

to pay the dues in suitable instalments subject to production of adequate guarantee, surety etc.

- (vii) In the case of Textile Mills which have gone into liquidation, reconstruction schemes drawn by them are examined on merits.

Labour Management Duels

2545. SHRI P. VENKATASUBBAIAH: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

- (a) the number of labour-management duels in the country during the three years;
- (b) the factors responsible for the same; and
- (c) the steps taken or proposed to be taken to reduce the same?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) and (b). According to available information, the number of industrial disputes (strikes and lockouts) during 1970, 1971 and 1972 was as follows:

Year.	No. of industrial disputes (strikes and lockouts)
I	2
1970 . .	2,889
1971 . .	2,752
1972 (Provisional)	2,614

These disputes were mainly over issues relating to wages and allowances, personnel matters, bonus, retrenchment, alleged indiscipline and

violence and leave and hours of work.

(c) The Industrial relations machinery continues to make efforts to minimise work-stoppages due to strikes and lockouts through preliminary discussions, conciliation and adjudication or arbitration as necessary under the existing statutory machinery and voluntary arrangements. Government have also been holding discussions with the interests concerned to evolve agreed measures to secure improvements in the industrial relations system.

Shortage of Bakery Equipment

2546. SHRI E. V. VIKHE PATIL: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether there is a shortage of bakery equipment in the country; and

(b) if so, the reasons therefor and the steps proposed to be taken to meet the shortage?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD):

(a) and (b). There is one unit in the organised sector engaged in the manufacture of bread making plants and besides, there are a number of small scale units manufacturing some portions of the bakery equipment. Steps are being taken to organise indigenous production of sophisticated equipment not covered within the existing range of production.

Mineral deposits in Kerala

2547. SHRIMATI BHARGAVI THANAKAPPAN: Will the Minister of STEEL AND MINES be pleased to state the position of Kerala in the total mineral output of the country?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): Kerala occupied the 15th position in 1971 in

the total mineral output of the country, its share being 0.1 per cent of the total value.

Setting up of a Mini Steel Plant in Kerala

2548. SHRIMATI BHARGAVI THANGKAPPAN: Will the Minister of STEEL AND MINES be pleased to state:

- (a) whether Government are considering to set up a mini steel plant in the State of Kerala;
- (b) if so, the name of the place, and
- (c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) to (c). Apart from the electric furnace cum continuous casting plant which is being established at Keroke (Kerala) by M/s Steel Complex Ltd., for manufacture of 50,000 tonnes per annum of steel ingots-billets, no other proposal is under consideration of Government.

Explosion of a Naval Bomb on Netrani Island

2549. SHRI B. V. NAIK: Will the Minister of DEFENCE be pleased to state:

- (a) whether there was an explosion of a naval bomb on the 2nd February, 1973 on the Netrani Island on the coast of North Kanara in Mysore State in which 3 people were killed;

- (b) whether this bomb was left over from past year's naval exercises; and

- (c) whether the families of the deceased will be compensated; if so, at what rate?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) to (c). There was an explosion on the Netrani island. The matter is being investigated and the results of the investigation will be laid on the Table of the House.

Revision of Steel Plant Project being set up at Visakhapatnam, Hospet and Salem

2550. SHRI B. V. NAIK: Will the Minister of STEEL AND MINES be pleased to state:

- (a) whether there is a revision of the steel projects at Visakhapatnam, Salem and Hospet.
- (b) if so, what are the main features of the revision; and
- (c) what will be the variation in the resource and time outlay as a result of this revision?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) to (c) An investment decision has already been taken in regard to the Salem special steels project and a new company by the name of 'Salem Steel Limited' was incorporated on October 25, 1972, for the implementation of this project. The Salera project is being designed for the production of 195,000 tonnes of finished special steels per annum. The estimated capital outlay on this project is about Rs. 340 crores and it is being planned for completion (in stages) by 1978-79.

In so far as the Visakhapatnam and Vijayanagar steel plants are concerned the consultants had, in their techno-economic feasibility reports (envisaging production of shaped products equivalent to two million ingot-tonnes at each place) reported that on account of the high cost of plant and equipment, raw materials, trans-

portation charges etc, the capital and operating costs would be comparatively high and there would be substantial recurring losses.

A series of exercises are in hand to improve the economics of these two projects. These studies are nearing completion. It is expected that it would be possible to take an investment decision shortly.

The extent to which capital and operating costs can be reduced would be known precisely only after the detailed project reports are prepared for the Vijayanagar projects. The construction schedule would also be indicated by the consultants in the detailed project reports.

Gratuity payable to employees of Coking Coal Mines

2551 SHRI P VENKATASUBHAI AH Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether employees of coking coal-mines and coke-oven plants are debarred from claiming gratuity from Government after coming into force of the Coking Coal Nationalisation Act, 1972;

(b) whether Government who have taken over the assets should not take over the liabilities, and

(c) the position vis-a-vis in nationalised banks and general insurance?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY) (a) to (c) Requisite information is being collected and will be placed on the Table of the Sabha in due course.

ठंगुआ क्षेत्र से मिले प्लैटिनम की रसायनिक जांच

2552 श्री फूलबन्द वर्मा क्या इस्पात और खान मन्त्री यह बताने की कृपा करेंगे कि

(क) क्या मध्य प्रदेश के जबलपुर जिले के ठंगुआ क्षेत्र में बाक्साइट से प्लैटिनम मिला है,

(ख) क्या इस दुर्लभ और अत्यधिक मूल्यवान धातु का भौतिक तथा रसायनिक जांच के लिए अमरीका भेजा गया था, और

(ग) यदि हा ता इस बारे में पूरी जानकारी क्या है ?

इस्पात और खान बत्रालय में उष-मन्त्री (श्री सुखदेव प्रसाद) (क) से (ग) : 'भारतीय खनिज प्राप्तिस्थलों की टीका सूची' भाग III में मध्य प्रदेश में जबलपुर जिले के थगवान क्षेत्र से प्लैटिनम के तथा-कथित प्राप्तिस्थल का उल्लेख है। यह सूचना मिली है कि जबलपुर-कटनी मार्ग पर थगवान स्थित बाक्साइट निक्षेप में प्लैटिनम अन्तर्विष्ट है। अमरीका में विश्लेषित इस बाक्साइट के तीन नमूनों में अयस्क के प्रति टन में 22, 15 और 11 प्राम प्लैटिनम अन्तर्विष्ट होने की सूचना मिली है।

भारतीय भूवैज्ञानिक सर्वेक्षण ने भी थगवान खदान से प्लैटिनम अण निर्धारण करने के लिए बाक्साइट के नमूने एकत्रित किए हैं। इन नमूनों में प्लैटिनम का पता नहीं लगा।

Missing Files in R.P.F.C., Bihar

2553. SHRI MD. JAMILURRAHMAN: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether a large number offices and original papers are missing in the offices of the Regional Provident Fund Commissioner, Bihar because certain individuals in collusion with certain employers have removed away those important files; and

(1) whether any such list of missing files and papers has been made and responsibility fixed; if not, the reasons therefor?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) and (b). The Provident Fund Authorities have reported as under:

Out of 6000 files in the Accounts and Enforcement Wings of the Regional Office, Bihar, 117 files were not readily traceable. Out of these 117 files, 101 files have been reconstructed and the remaining files are being reconstructed. Of the 117 establishments involved, 73 are, more or less regular in compliance. As such, the question of removal of files in collusion with employers does not arise. The Office of the Regional Provident Fund Commissioner has had to be shifted six times from 1952 onwards and it has not been possible to fix responsibility against any individual.

Office Building for R.P.F.C. in Bihar and other Regions

2554. SHRI MD. JAMILURRAHMAN: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether the consideration or acquisition of and for construction of the Office building of the Regional

Provident Fund Commissioner, Bihar is pending for the last several years;

(b) the action proposed to expedite the acquisition of allotment of land for early construction;

(c) the regions in which buildings have been constructed and the cost thereof; and

(d) the regions where Office buildings of the Regional Commission and staff quarters are proposed to be constructed and the details of blueprints of the same?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): The Provident Fund Authorities have reported as under:

(1) and (b). Considerable efforts have been/are being made for the last few years to procure a suitable plot of land at Patna for the construction of Regional Office building and staff quarters, through the State Government and the Patna Improvement Trust. The matter has been taken up by the Chairman, Central Board of Trustees, Employees Provident Fund, with the State Government of Bihar requesting for early allotment of a suitable plot of land to the E.P.F Organisation. The Regional Provident Fund Commissioner, Patna, reported in January, 1973 that the matter is under active consideration of the State Government of Bihar.

(c) and (d). Particulars of the buildings which have been constructed or are nearing completion are given in the Statement laid on the Table of the House. [Placed in Library. See No. LT-4429/73].

**TA/DA Bills of Staff in R.P.F.C.
Bihar**

2555. SHRI MD. JAMILURRAHMAN: Will the Minister of LABOUR AND REHABILITATION be pleased to refer to the reply given to Unstarred Question No. 6572 on the 18th May, 1972 and state:

(a) whether a large number of TA Bills and Medical Bills were returned

to the individuals concerned with minor objections in the Regional office, Bihar under the Employees Provident Fund Organisation;

(b) if so, the reasons they were kept pending for such a long time in the Office of the Regional Provident Fund Commissioner, Bihar; and

(c) the reasons why proper action is not taken in time and the erring officials not taken to task?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): The Employees' Provident Fund authorities have reported as under:—

(a) No. Only 4 per cent of the Bills were returned for rectification.

(b) and (c). Do not arise.

Proposal for a Steel Plant at Chandrapur in Maharashtra

2556. SHRI ANNASAHEB GOTKHINDE: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the question of erecting a steel plant in Chandrapur District in Maharashtra was discussed by the Chief Minister of Maharashtra with the Prime Minister during her visit to that State;

(b) whether it was suggested by the Chief Minister that it would be convenient, advantageous and beneficial to erect such a plant in the said district; and

(c) the reaction of the Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) and (b). No, Sir. The Chief Minister, Maharashtra, had, however, written to the Prime Minister in January, 1973 regarding the setting up of an integrated steel plant in Chandrapur District of Maharashtra.

(c) The locational advantages of Chandrapur District as also of other suitable sites in the country will be kept in view while drawing up the programme for techno-economic studies to be taken up in connection with the long-term plan for steel development.

Implementation of the Recommendations of Coal Mines Wage Board

2557. SHRI R. N. SHARMA: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether the recommendations made by the Coal Mines Wage Board about injury leave and alternative light employment for the disabled workmen have since been implemented in full;

(b) if not, the reasons therefor; and

(c) the time by which these are expected to be implemented?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) to (c). The recommendation on injury leave was considered by the Industrial Committee on Coal Mines, as desired by the Wage Board. The employers' representatives indicated that they did not have the financial capacity to bear the additional burden involved. The question about alternative higher employment for disabled workmen did not also fall within the terms of reference of the Wage Board. Nonetheless the recommendations have been commended on 28th December and 19th September, 1972 respectively to the employers for adoption.

Scheme to strengthen the Directorate General of Mines Safety

2558. SHRI R. N. SHARMA: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether a scheme to strengthen the Directorate General of

Mines Safety is under the consideration of Government;

(b) if so, the broad features of the scheme; and

(c) when it is likely to be implemented?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) to (c). The office of the Director General, Mines Safety, will be considered for inclusion in the programme of inspection of the Staff Inspection Unit of Ministry of Finance for the half year (July to December 1973). The question of staff strength of the office will be considered on receipt of their report.

Pit Safety Committees

2559 SHRI R. N. SHARMA: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) the number of mines in which Pit Safety Committees with representatives of the workers are working and in which such Committees have not so far been set up;

(b) the reasons for not setting up the Committees; and

(c) the steps proposed to be taken by Government in this matter and by what date such Committees will be set up in all the mines?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) Pit Safety Committees are to be formed at mines employing more than 100 persons. The number of coal mines and non-coal mines employing more than 100 persons was 530 and 394 respectively at the end of 1971. Pit Safety Committees were reported to be functioning in 472 coal mines and 241 non-coal mines as on 31st December, 1972. Pit Safety Committees have not been

formed at only 58 coal mines and 153 non-coal mines.

(b) and (c). The constitution of Pit Safety Committees is not mandatory at present. These are formed at the mines on a voluntary basis. The industry has been reminded by the Directorate General of Mine Safety from time to time to form Pit Safety Committees.

Assault on Workers of Fertiliser Factory at Gorakhpur

2560 PROF. MADHU DANDAVATE: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether some Trade Unionists or employees of the Fertilisers Factory working in their Union at Gorakhpur (Uttar Pradesh) have been assaulted;

(b) whether this was due to the Trade Union rivalry; and

(c) the number of the employees who took part in the assault and the name of their Union?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) to (c). The matter falls essentially in the State sphere. According to available information, 50 employees almost all belonging to the Fertiliser Karkhana Mazdoor Union are reported to have assaulted 8 non-union workers. In another case, one non-union worker is also reported to have assaulted an office bearer of the above union. Legal action in the matter was taken by the State police authorities and investigation is reported to be in progress.

**Firing in UP POW's and other
Camps**

2561 SHRI P M MEHTA
SHRI P GANGADEB

Will the Minister of DEFENCE be pleased to state

(a) whether during the month of January, 1973 there were some firings in the POW camps in Uttar Pradesh and also in other Camps,

(b) if so, the particulars thereof and

(c) whether any court of enquiry was ordered in all the cases, if so, the findings thereof?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM) (a) to (c) There have been two incidents of firing in January 1973 these occurred in two different POW Camps in Uttar Pradesh. In one case about 800 to 900 POWs were involved in an attempt to effect mass escape from the camp by indulging in riotous conduct which was pre-planned. The guards had to use force in order to prevent the situation from deteriorating. The court of Enquiry have confirmed these findings.

In the other case 3 POWs in a bid to escape crossed the inner perimeter. They were detected by the guards, who warned them repeatedly. The POWs ignored the warnings. One of them grappled with the sentry to snatch his rifle and injured him. Firing was therefore, resorted to resulting in the death of one POW and injuries to another. Proceedings of the Court of Inquiry regarding this incident are still awaited.

Performance of INS "Nilgiri"

2562 SHRI P M MEHTA
SHRI P GANGADEB

Will the Minister of DEFENCE be pleased to state

(a) whether the newly built Indian Frigate INS Nilgiri has been

taking part in the Naval exercises in the Arabian Sea, and

(b) if so, the performance thereof?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM) (a) Yes, Sir

(b) The performance has been according to the expectations

**Pak Propaganda in Violation of
Simla Agreement**

2563 SHRI P M MEHTA
SHRI K LAKKAPPA

Will the Minister of EXTERNAL AFFAIRS be pleased to state

(a) whether the attention of Government has been drawn to the Press Report in the 'Times of India' dated the 6th January 1973 regarding one more instance of Pak propaganda against India thereby violating the Simla Agreement, and

(b) whether any note in this regard has been sent to Pakistan and if so the reaction of Pakistan Government?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) (a) Yes, Sir

(b) Government have categorically repudiated Pakistan's false propaganda and have formally communicated their concern in the matter to the Government of Pakistan.

Pakistan has intimated that the visits of foreign envoys to the areas vacated by Indian troops were not organized for any propaganda purposes but for assessing requirements for relief and rehabilitation.

Truce Council in Vietnam

2564 SHRI SAMAR GUHA Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether India has been excluded from the Truce Council in Vietnam; and

(b) if so, the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) (a) The Hon'ble Member presumbabiv means the new International Commission of Control and Supervision in Vietnam when he uses the term Truce Council in Vietnam. India is not a member of it.

(b) The composition of such international bodies is decided upon by the parties concerned through mutual agreement.

छोटे कारखानों के लिए इस्पात का कोटा

2565 श्री जगन्नाथ राव जीवी क्या इस्पात और खान मनी यह बनाने की कृपा कृपा करेंगे कि :

(क) क्या राष्ट्रीयकृत बैंकों से ऋणों की सहायता से इस्पात का सामान बनाने वाले छोटे कारखानों को ज्वाइट एलाट कमेटी द्वारा इस्पात का कोटा भी आभी तक नहीं दिया गया है, जब कि उन से उत्पादन 30 मित्रावर, 1970 से पहले शुरू होना था, परन्तु उनकी क्षमता का आकलन बाद में हुआ है,

(ख) क्या इसके परिणामस्वरूप उत्पन्न आर्थिक सकट से पिछले 2-3 वर्षों में अनेक ऋणग्रस्त कारखाने बन्द होने की स्थिति में

आ गए है और वे राष्ट्रीयकृत बैंकों से लिए गए ऋण भी नहीं लौटा पायेंगे, और

(ग) इम बारे में अविलम्ब की जा रही कार्यवाही क्या है ?

इस्पात और खान मंत्रालय में उप-मंत्री (श्री सुबोध हंसदा) (क)

देश के समस्त लघु उद्योगों को अब इस्पात की मालाई सम्बन्धित राज्य लघु उद्योग निगमों के माध्यम से की जाती है। ये निगम अपने-अपने गज्यों के लघु उद्योगों की आवश्यकताओं का अनुमान स्वयं लगाती है आर अपनी समेकिन मान सयुक्त संघर ममिति को भेजती है।

2 लघु उद्योग इकाइया, जिनको तार छड़ ब्राइट वार, स्केल्स और स्ट्रिप जैसे इस्पात की आवश्यकता होती है, उपर्युक्त प्रणाली के अन्तर्गत नहीं आती उनको सीधे आवण्टन दिया जाता है फिर भी, मुख्य इस्पात कारखाने वेवल उन इकाइयों को आवटन करने हैं जिनकी क्षमता 30-9-1970 से पहले आकी गई थी दूसरी इकाइया उत्पादकों के स्टाल-याडों, बिलेट पुनर्वैलक ममिति और राज्य लघु उद्योग निगमों पर निर्भर है।

(ख) मरकार को इसकी जानकारी नहीं है।

(ग) प्रश्न ही नहीं उठता।

Minimum Wage for Woollen industry in Maharashtra

2566 SHRI SOMNATH CHATTERJEE Will the Minister of LABOUR AND REHABILITATION be pleased to state-

(a) whether because of Trip Wall Woollen Industry in Maharashtra is earning high profit since 1955;

(b) whether the minimum wage given to workers is Rs. 30 only;

(c) whether there was strike against this injustice on 19th September, 1972; and

(d) the steps Government propose to meet the genuine demands of these wool workers of Maharashtra?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) to (d). The matter falls essentially in the State sphere. Presumably reference is to the token strike on September 19, 1972 followed by strike by about 8,500 workers in the woollen industry at Bombay including Ambernath and Thana from October 11 to November 6, 1972. According to available information, the strike was called off as a result of the efforts made by the State Industrial Relations Machinery and the agreement between the parties to refer the dispute to the Industrial Court for adjudication.

Houses for Armed Forces

2567. SHRI K. BALADANDAYUTHAM: Will the Minister of DEFENCE be pleased to state:

(a) whether housing accommodation for the Armed Forces is far from satisfactory; and

(b) if so, what steps have been taken to construct more houses for the Armed Forces?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and (b). There is a shortage of married accommodation for Armed Forces Personnel. Utilising the available resources to the optimum advantage, a phased programme of construction has been undertaken with a view to making up deficiencies and for ensuring a uniform percentage of satisfaction among the three Services and among the various ranks in each Service.

Survey of Malabar Area Iron Ore Deposits

2568. SHRI VAYALAR RAVI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the preliminary studies regarding the iron ore deposits available in Malabar area of Kerala has been completed;

(b) if so, the findings thereof; and the actions taken to exploit these deposits; and

(c) whether Government propose to set up a steel plant in Kerala using this iron ore and if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) and (b). The detailed investigation by drilling for iron ore in Cheruppa, Eleyettimala, Nanminda and Nanduvallur in the Calicut area, Kozhikode district (Malabar) Kerala has been completed by the Geological Survey of India and reserves of about 44 million tonnes of banded magnetite quartzite ore (both fresh and oxidised) with total iron content varying between 31 and 40 per cent have been estimated. Investigation by drilling in the adjacent Alampara deposit is in progress. Investigation for iron ore by large scale mapping in Malappuram district has been taken up in the current field season.

(c) The question of setting up a Steel Plant in Kerala can be examined only after the investigations in all the iron ore potential deposits are completed and the total reserves in the area are known.

Increase in rent of land given to Agriculturist for Cultivation near Dehu-Road, Poona

2569. SHRI ANANTRAO PATIL: Will the Minister of DEFENCE be pleased to state:

(a) whether the rent of land given to agriculturists for cultivation on yearly basis, has been increased from

Rs 16 per acre to Rs 80 per acre at and around Dehu-Road (Poona District) Maharashtra,

(b) if so, whether the rise is very steep and the agriculturists are not able to pay the rent, and

(c) taking into consideration the drought conditions in Maharashtra whether Government propose to give relief to the agriculturists by postponing the increase in Land Rent?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM) (a) to (c) The information required was laid on the Table of the Sabha in reply to Unstarred Question No 1457 answered on the 1st March 1973. The same is reproduced below —

(a) (b) and (c) The rent has been raised from Rs 9 to Rs 80 per acre with effect from 1st April 1970. Some representations from the affected agriculturists have been received asking for reduction of rent on the ground that the rent levied is excessive and that the basis on which the rent has been re-fixed is unjustified. These representations are under consideration.

Working of first Blast Furnace of Bokaro Steel Plant

2570 SHRI E V VIKHE PATIL Will the Minister of STEEL AND MINES be pleased to state

(a) whether the first blast furnace of the Bokaro Steel Plant is working according to schedule, and

(b) the total production so far achieved through the first blast furnace?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA) (a) The production from the first blast furnace so far has been, by and large, as per output planned by Bokaro Steel Limited

(b) The total production of pig iron till the end of February, 1973, was 240 157 tonnes

International Treaty for prevention of outside Interference in Asia

2571 SHRI E V VIKHE PATIL Will the Minister of EXTERNAL AFFAIRS be pleased to state

(a) whether Government have advocated International Treaty for prevention of outside interference in the affairs of Asia

(b) whether any formal move has been initiated by Government in the matter and

(c) if so the salient features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) (a) No Sir

(b) and (c) Do not arise

Unequal Wages to workers in drought affected areas

2572 SHRI E V VIKHE PATIL Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether the attention of Government has been drawn to the fact that in many drought-affected areas in the country, men and women engaged in the relief projects are not being paid equal wages

(b) whether the attention of Government has also been drawn to the fact that such disparity in wages for equal work is against International Convention to which India is a subscriber, and

(c) whether any action has been taken or is proposed to be taken in the matter to remove the disparity?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) to (c). Information is being collected from the State Governments.

Consultations for Bokaro and Salem Steel Plants

2573. SHRI R. P. ULAGANAMBI: Will the Minister of STEEL AND MINES be pleased to state:

(a) the names of Technical Consultants of Bokaro and Salem Steel Plants and the total amount so far paid to them for rendering consultancy services;

(b) the number of times the plans of these plants have been revised/modified and consequently additional money paid to the Consultants;

(c) whether the proposed revision in the capacity of Bokaro Steel Plant has been recommended by the Consultants already in the service of the Plant; and

(d) if so, the total amount proposed to be paid to the Consultants as a result of modification/revision of the capacity?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) For the First Stage of Bokaro Steel Plant, the technical consultants are M/s. Tiajpromexport, USSR and M/s. M. N. Dastur and Company (P) Limited. Information about the total amount paid to these Organisations for consultancy services is being collected and will be placed on the Table of the House.

2. For Stage II of Bokaro Steel Plant, the Consultants are M/s. Central Engineering and Design Bureau and M/s. M. N. Dastur & Company (P) Limited. "On Account" payments amounting to Rs. 400 lakhs and Rs. 90 lakhs respectively have been made to these Organisations so far.

3. M/s. Dastur and Company were commissioned to prepare a Techno-Economic Feasibility Report on the Salem Steel Project for which they have been paid a sum of Rs. 3 lakhs. Technical Consultants for preparation of the Detailed Project Report and further consultancy work for the Salem Steel Project have not been appointed.

(b) There has been no revision/modification in the plans of these Plants and there has been no additional payments on this account.

(c) and (d). There has been no proposal for revising the capacity of Bokaro Steel Plant.

Allotment of Agricultural Land and House Plots to active/retired soldiers by States

2574. SHRI B. R. SHUKLA: Will the Minister of DEFENCE be pleased to state:

(a) whether the Central Government have taken steps for giving preference to active or retired soldiers in the matter of allotment of land for cultivation and house construction in the States if they are already dispossessed of the same; and

(b) whether such facilities are available to the aforesaid persons in the Union Territories?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) Yes Sir, Central Government has been assured by State Governments that they are giving preference to serving and ex-servicemen for allotment of land for agricultural purposes and construction of houses in their housing schemes.

(b) Yes Sir.

**Rehabilitation of Burma Repatriates
in Tehsil Naupara, District Bahraich,
U.P.**

2575. SHRI B. R. SHUKLA: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether a large number of refugees from Burma had settled in Tehsil Naupara, District Bahraich, Uttar Pradesh;

(b) whether they had been allotted any land for cultivation, if so, its location and extent; and

(c) the Central aid extended to them so far?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) 255 families of repatriates from Burma have arrived in Tehsil Naupara, District Bahraich, Uttar Pradesh.

(b) 118 families have so far been allotted land to the extent of 2 to 6 acres per family in the villages of Gangapur, Chhehlwa, Sujauli, Barkhoria, Guleria, Urra, Bhuraoghat and Bhujia.

(c) An amount of Rs 1,41,145 has been advanced to these families as loan.

Progress in Visakhapatnam Steel Plant

2576. SHRI Y. ESWARA REDDY: Will the Minister of STEEL AND MINES be pleased to state:

(a) progress made so far in setting up the Visakhapatnam steel plant; and

(b) the expenditure incurred so far in the project?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) In the techno-economic feasibility report on the Visakhapatnam steel project, the consultants had forecast substantial recurring losses on the heavy investment involved. A series of exercises are in hand to improve the economic of this project. These studies are nearing completion. It is expected that it would be possible to take an investment decision shortly.

Meantime, preliminary work on land acquisition and development of infrastructure facilities is in progress.

(b) Rs 32 lakhs inclusive of Rs. 15 lakhs placed at the disposal of the Government of Andhra Pradesh initially for meeting expenditure on land acquisition.

**Production by Hindustan Steel Ltd.
and IISCO**

2577. SHRI S. R. DAMANI: Will the Minister of STEEL AND MINES be pleased to state:

(a) the actual production of steel in the current year and during 1971-72 in the Hindustan Steel Limited units and the nationalised IISCO and how it relates to their capacities;

(b) whether the drawbacks, which have hampered higher production in the past in all the units, have now been removed;

(c) if not, the problems still remaining to be solved at each unit; and

(d) the manner in which it is proposed to solve them in order to get over the stagnation in steel production?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) The total production of ingot steel from the three steel plants at Bhilai, Durgapur and Rourkela under Hinduston

Steel Limited during 1971-72 and during the period, April, 1972 to February, 1973, in relation of installed capacity is indicated below:

(In 'ooo tonnes)

Installed capacity	1971-72		April '72 to February '73*	
	Production	% of capacity	Production	% of capacity
5900	3476	59	3594	67

*Provisional.

The management of the Indian Iron and Steel Co. Ltd. was taken over by Government on 14th July, 1972. The production of ingot steel during 1971-72 and during the periods, April to 14th July, 1972, and 15th July, 1972 to January, 1973 in relation to the plant's capacity of 1.0 million ingot tonnes was as under:—

(In 'ooo tonnes)

Period	Production	% of capacity
1971-72 . .	617	61.7%
April to 14th July, 1972 . .	124.8	42.8%
15th July, 1972 to January, 1973 . .	250.6	46.3%

(b) to (d). Broadly, the factors which have affected production adversely during the period in question are: unsatisfactory performance of the coke ovens, disturbed industrial relations in Durgapur and IISCO, unsatisfactory maintenance of plant and machinery in general and power restrictions and failures in Rourkela, Durgapur and IISCO. A number of steps have been taken to overcome these and other shortcomings. In the case of HSL these steps include: specialised repairs of

Coke Ovens, use of alternative fuels to supplement gas availability, oil firing in certain furnaces to augment fuel resources, improved maintenance aimed at better equipment availability, speeding up of capital programmes required to correct existing imbalance in production facilities and planned procurement of spares, refractories and other essential materials. Recently, a three-tier joint consultative machinery has been set up at Durgapur for speedy settlement of industrial disputes and grievances and to enlist the cooperation of the workers in maximising production. A new rewards scheme has been introduced in the Rourkela Steel Plant to provide an additional incentive for increasing production progressively. The Government also keep constant watch on the performance of the steel plants through periodical Task Force Meetings and reviews and render all the assistance that is required.

As regards IISCO, the measures adopted include supply of coal tar and coke, emergency repairs to coke ovens, procurement of material handling equipment and repairs to and replacement of cranes and other equipment in the steel melting shop. IISCO has already started the Plant rehabilitation work at an estimated cost of Rs. 45 crores and this is expected to be completed in about three years.

However, by the very nature of the operations involved in an integrated steel plant and the nature of some of these problems, the full effect of these measures can be expected to be felt only over a period of time. The rising trend of production in the HSL Plants during 1972-73, particularly at Bhilai and Rourkela, however, indicates that these have already started having beneficial effect.

Clearance for Mines Lease to Gujarat Mineral Development Corporation

2578. DR. MAHIPATRAY MEHTA: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government have given clearance to the Gujarat Mineral Development Corporation for the grant of mining lease for huge quantity of Lignite found in Lakhpat Taluka of Kutch District and for its utility such as the briquetting plant; and

(b) if not, the reasons for delay?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) The approval of the Central Government for the grant of mining lease to M/s Gujarat Mineral Development Corporation Ltd., for lignite in villages Panandhro, Fulera and Khanot in Lakhpat Taluka, Kutch District was accorded and conveyed to the State Government in September, 1972.

(b) Does not arise.

Enquiry regarding Bursting of a Boiler in H.A.L. Kanpur

2579. SHRI R. P. ULAGANAMBI: Will the Minister of DEFENCE be pleased to state.

(a) whether any enquiry was held on the sudden burst of a boiler in the Hindustan Aeronautics Limited (HAL), Kanpur in December which had resulted in the death of the boiler attendant;

(b) if so, the result of such enquiry; and

(c) the steps taken by HAL to prevent recurrence of such accidents?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): (a) Yes, Sir.

(b) Reports of the enquiries are still awaited.

(c) All precautions required under Indian Boiler Regulations 1950 are being followed in HAL Kanpur.

Exploitation of Magnesite Deposits in Hill District of U.P.

2580 SHRI NARENDRA SINGH BISHT: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether vast deposits of Magnesite have been located in District Pithoragarh of Uttar Pradesh one of the hill districts and whether the exploitation has since been started;

(b) whether some private firm has been permitted to set up a factory there and if so, the proposed outlay, capacity and employment potential of the factory and the likely date by which the factory will go into operation; and

(c) the reasons for not setting up the factory in the public sector?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) As a result of investigations carried out by Geological Survey of India and the State Government of U.P., large deposits of magnesite have been located in Pithoragarh district of U.P. The regional assessment of these deposits is being done now by the Geological Survey of India. The State Government of U.P. have given some small areas of these deposits to a couple of private concerns on lease for mining and prospecting. The question of granting part of these areas to the Hindustan Steel Ltd., a public sector undertaking, is also under consideration of the State Government.

(b) and (c). The information is being collected and will be laid on the Table of the House.

**Survey for Mineral Wealth in U.P.
Districts**

2581 SHRI NARENDRA SINGH
BISHT Will the Minister of STEEL
AND MINES be pleased to state:

(a) whether any comprehensive survey has been made of the mineral wealth of Uttarakhand *viz.*, the Hill Districts of Uttar Pradesh, Almora, Chamoli, Dehradun, Nainital, Pithoragarh, Pauri-Garhwal and Uttarkashi,

(b) if so, the results of the survey and the action taken or proposed to be taken for exploiting the mineral wealth of the region, and

(c) if not, whether the Government propose to undertake such survey, if so, when and if not, the reasons thereof?

**THE DEPUTY MINISTER IN THE
MINISTRY OF STEEL AND MINES
(SHRI SUKHDEV PRASAD)** (a) Yes, Sir, in particular, Geological Surveys of a comprehensive nature have been undertaken for Rock Phosphate deposits of Dehradun and Tehri Garhwal districts. An expedition, called "Operation Uttarakhand" was organised during 1963-64, which carried out studies of different aspects of the geology of the districts of Uttarakhand. Geological investigation is in progress in some areas of the Uttarakhand region where survey has not been completed

(b) As a result of geological investigations, extensive deposits of limestone of Cement, Flux and Chemical grade, Dolemite, Magnesite, Talc and Phosphorite have been located in the districts of the Uttarakhand region, UP Schemes for exploiting these deposits are under consideration of the State Government and Public Sector Undertakings

(c) The Geological Survey of India has plans for further surveys to assess the mineral potentialities of the Uttarakhand region during the 4th and 5th Plan periods.

Editorial in "Statesman" dated 30th January 1973 on Steel Authority of India Limited (SAIL)

2582 SHRI TULMOHAN RAM Will the Minister of STEEL AND MINES be pleased to state

(a) whether the attention of the Government has been drawn to the Editorial in the Statesman Delhi edition dated the 30th January, 1973 under the caption "Rough Sailing",

(b) whether there was "resistance from civil servants to the depletion in their powers by making Mr Wadud Khan, Secretary to the Ministry and Chairman of SAIL", and

(c) whether Bokaro Steel Limited has been kept out of SAIL for no other cogent reason than the unwillingness of the present Chairman and Managing Director of Bokaro Steel Limited to serve under Shri Wadud Khan?

**THE DEPUTY MINISTER IN THE
MINISTRY OF STEEL AND MINES
(SHRI SUBODH HANSDA)** (a) The editorial in question has come to the notice of the Government

(b) No Sir

(c) No, Sir Bokaro Steel Limited is one of the subsidiary companies of SAIL. The Chairman of Bokaro is a member of the Board of Steel Authority of India of which Mr M A Walud Khan is the Chairman

Deferred Wages Payment system for utilized services of unemployed

2583 SHRI P VENKATASUBBAIAH Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether the desirability of evolving a deferred wages payment system to gainfully utilize the services of unemployed has been considered so that they also get some amount to make their both ends meet for the

present and get full wage at a later date when resources are available;

- (b) if so, with what results; and
- (c) the steps proposed to be taken in this direction?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) No such proposal is under consideration.

- (b) and (c). Do not arise.

'Staying back of Bangladesh Refugees in Assam'

2584 SHRI ROBIN KAKOTI: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether a very large number of people who came to Assam as Refugees during the Bangladesh struggle for freedom have not yet returned but stayed back in various parts of Assam;

(b) if so, the number of such people; and

(c) the steps taken by Government to send back these people to Bangladesh?

THE MINISTER OF LABOUR AND REHABILITATION (a) and (b). The total number of refugees, who came to Assam during the Bangladesh struggle for freedom, was reported to be 3,12,713. All of them, excepting about 1000 non-camp refugees staying with their friends and relations, are reported to have returned to Bangladesh.

(c) The Deputy Commissioners concerned have been alerted and asked to take necessary steps immediately for the repatriation of these non-camp refugees and to deal with them in accordance with the provision of the Foreigners' Act, 1946.

Memorandum by Rashtriya Mazdoor Union of Bharat Heavy Electricals, Hardwar

2585. SHRI MULKI RAJ SAINI:
SHRI D. K. PANDA:

Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether the Rashtriya Mazdoor Union of Bharat Heavy Electricals, Hardwar, has given a Memorandum to Government in regard to their demands and if so, their demands;

(b) whether the Union started a mass token hunger-strike on the 19th February, 1973 and about 500 workers participated in that; and

(c) if so, the steps proposed to be taken by Government to improve the situation in this regard?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) to (c). The matter falls essentially in the State sphere and information is not readily available on the subject.

Supply of Coal to Singranuli Power Station on priority basis

2586. SHRI RANABAHADUR SINGH: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government propose to ensure that the proposed super thermal power station at Singrauli by Madhya Pradesh Electricity Board will get the necessary priority for coal supply in preference to those stations which are being set up or proposed to be set up far away from the coal field; and

(b) if so, the action taken by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) and (b). The programme for setting up of Super Thermal Power Stations in the factory is still under consideration.

Bengalis working in the Engineering Projects India Limited

2587 SHRI S D SOMASUNDARAM Will the Minister of HEAVY INDUSTRY be pleased to state

(a) whether there is a general public complaint that non-Bengalis are not recruited in the Engineering Projects India Limited in the middle and higher cadre posts,

(b) if so, the action taken by Government to issue suitable instructions to the concerned authorities so that people of all States could find entry into the Corporation, and

(c) if not, the number of Bengalis and non-Bengalis working in the Corporation getting pay scales between Rs 400/- and Rs 1 000/- and above?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHW.R PRASAD)
 (a) to (c) No complaints of the nature suggested by the Hon Member have so far been received. Employment statistics are not maintained with reference to place of birth and/or domicile. Recruitment to posts carrying a basic salary of Rs 400 and above is required to be made on an All India basis and merit suitability and qualifications are the main criteria.

राष्ट्रीयकरण के समय खानों से मशीनों और सामान का हटाया जाना

2588. श्री रामबत्तार शास्त्री : क्या इस्पात और खान मवी यह बनाने की उपाय करेंगे कि .

(क) क्या सरकार ममाचार पत्रों में प्रकाशित इन ममाचारों से अवगत है कि कोयला खानों के राष्ट्रीयकरण की खबर मुनक्कर

गैर-सरकारी कोयला खानों के मालिकों में कोयला खानों से कीमती मशीनें और अन्य सामान हटाना शुरू कर दिया है था , और

(ख) यदि हा, तो उनसे हटाये गये सामान और मशीनों को वापस लेने और भविष्य में इस प्रकार के सामान आदि उठाए जाने की घटनाओं को रोकने के लिए सरकार ने क्या कार्यवाही की है ?

इस्पात और खान मत्रालय में उप-मशीन
 (श्री सत्रोष हसदा) (क) जी ता।

(ख) यह स्पष्टतया बताना समय पूर्व की बात होगी कि कायला खानों का प्रबन्ध ग्रहण करने वा ममाचार मुनक्कर कोयला खान मालिका ने किस सीमा तक कीमती मशीनें और अन्य सामग्री हटाई हैं । खाना से सर्वाधित सुसंगत दस्तावेज अभिन्नता के प्राप्ति क्रम और परीक्षाधीन हैं ।

Repatriates from Foreign Countries

2589 SHRI C K JAFFAR SHARIEF Will the Minister of LABOUR AND REHABILITATION be pleased to refer to the reply given to Unstated Question No 3406 on the 7th December, 1972 regarding repatriates from foreign countries and state,

(ब) the amount sanctioned by the Central Government for the rehabilitation of repatriates who have come to India during the last two years, and

(b) the break-up of figure, State-wise?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) The total expenditure incurred by the Central Government during the two years ending 31st March, 1972 for the relief and rehabilitation of repatriates from foreign countries including loans and grants to the State Government is Rs. 932.48 lakhs.

(b) A statement giving the break-up of amounts released to the State Governments and amounts of expenditure incurred in Union Territories is attached.

STATEMENT

Sl. No.	Name of the State/Union Territory	Amount sanctioned (Rs. in lakhs)	
		1970-71	1971-72
1.	Tamil Nadu .	196.73	223.47
2.	Andhra Pradesh	95.40	70.04
3.	Kerala. .	3.00	18.63
4.	Mysore . .	71.31	54.86
5.	Uttar Pradesh .	25.32	4.09
6.	Orissa . .	14.37	7.47
7.	Bihar . .	3.28	9.07
8.	Rajasthan	2.00
9.	Gujarat . .	1.18	2.19
10.	Punjab . .	0.31	4.25
11.	West Bengal .	10.00	21.00
12.	Madhya Pradesh	..	1.69
13.	Assam . .	2.00	..
14.	Delhi. . .	3.25	2.28
15.	Andaman & Nicobar Islands . .	0.50	0.72
16.	Chandigarh .	0.46	0.40
17.	Haryana	0.20
18.	Himachal Pradesh	..	0.02

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED CRISIS IN SMALL-SCALE FOOTWEAR INDUSTRY DUE TO NON-AVAILABILITY OF LEATHER

ओं अटल बिहारी वाजपेयी (ग्रान्तियर) : उपाध्यक्ष महोदय, मैं अविलम्बनीय लोक महत्व के निम्नलिखित विषय की ओर वाणिज्य मंत्री का घ्यान दिलाता हूँ और प्रारंभना करता हूँ कि वे इस बारे में एक वकनव्य दें :

“खालों और चमडे का अप्रतिबन्धित निर्यात होने के परिणामस्वरूप ऊपर का चमड़ा और अस्तर का चमड़ा उपलब्ध न होने के कारण छोटे पंचाने के जूता निर्माण उद्योग में उत्पन्न संकट ।”

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): Mr. Speaker. Sir, it is correct that the footwear and leather goods manufacturing industry, particularly in the small scale sector, was experiencing a difficult situation because of shortage in the supplies of, and increase in the prices of, leather required by them. This happened on account of unprecedented rise in the price of leather in the international market and the consequent increase in exports of semi-processed hides and skins and other categories of leather from the country. Exports of semi-processed hides and skins and finished leather during the year 1971-72 were of the order of Rs. 90 crores, but during the current year, they have registered a steep rise and are expected to touch a figure of about Rs. 150 crores. While the increase in export earnings apparently may be welcome, this had created a situation of scarcity and increase in prices of the raw material required by the indigenous footwear and goods industry.

Government are fully seized of the problem and have taken steps to meet the situation.

It has been decided to regulate the export of semi-processed hides and skins and gradually to reduce them and to shift the emphasis to the export of finished leather and leather goods to realise more unit value and for increased employment.

With a view to effective and disciplined implementation of this policy and providing an institutional framework for making the desired changes in the pattern of export trade in leather, the export of semi-processed hides and skins has been canalised through State Trading Corporation with effect from 14th December, 1972.

Also, it has been decided to impose a quota system for export of this commodity with effect from 1st April, 1973. The objective is to reduce the exports of semi-processed hides and skins over the next five years to a level equal to 25 per cent of the level reached in 1971-72. This process will be accompanied by a massive effort to develop industrial infra-structure for establishing finished leather and leather goods manufacturing industry in the country.

Government are considering a proposal to set up a new Corporation in the public sector to be called the Leather Export Development Corporation which will, among other things, strive to strengthen and diversify the export sector of industry and improve its export performance. Promotion of the interests of footwear and leather goods manufacturers will be one of its special concerns.

In addition to these long-term measures, Government are alive to the need for immediate steps to mitigate the hardship of the industry and smooth transition in the small scale sector. For this a scheme for giving financial assistance to exporters of footwear is under Government's consideration. A decision is to be taken

shortly. Government are also considering the possibility of arranging supplies of leather required by this industry in adequate quantities and at a fair price.

जी शटल विहारी बाजपेयी : उपायकर्ता ममी महोदय ने जो वक्तव्य दिया है, उस से एक बात साफ़ है कि विदेशी मुद्रा कमाने के क्रेत्र में सरकार ने कच्चे चमड़े और खालों का बिना किसी रोक-टोक के निर्यात होने दिया। ममी महोदय ने माना है कि विदेशी मुद्रा 90 करोड़ से बढ़कर 150 करोड़ हो गई, लेकिन यह विदेशी मुद्रा किस कीमत पर कमाई गई। आज स्थिति यह है कि छोटे पैमाने पर जूता बनाने वाले उद्योगों के लिए चमड़ा उपलब्ध नहीं है। एक कोड लोगों पर बेकारी का प्रभाव होने वाला है। आगरा में तीस चालीस हजार मजदूर अभी परसा इकट्ठे हुए थे, उन में कुछ मुझे मिलने के लिये आये। उन के घर में अनाज नहीं है। उन के परिवार कई दिनों से आलू खाकर गुजारा कर रहे हैं।

अभी ममी महोदय ने कहा है कि हम उन को कुछ माल देने का प्रयत्न कर रहे हैं, कैसे प्रयत्न कर रहे हैं? हालत यह है कि जब से भाजील और अर्जेन्टिना ने, 10 जनवरी, 1972 से, हाइड्स और स्किन्ज के एक्सपोर्ट पर रोक लगा दी है, सारी दुनियावाले हिन्दुस्तान से चमड़ा और खाले खरीदना चाहते हैं। पाकिस्तान ने भी खतरे को समझा और उसने अपनी फूट-बीयर डण्डस्ट्री को बचाने के लिए 40 परसेन्ट ड्यूटी सिसम्बर, 1972 से लगा दी। लेकिन भारत सरकार सोती रही, जिस का

परिणाम यह हुआ कि आज देश में चमड़ा नहीं है। मैं यह जानना चाहता हूं कि 14 दिसम्बर, 1972 को एक फैसला किया गया था कि सरकार सेमि-प्रोसेस्ड हाइड्स और स्किन्च का एक्सपोर्ट एस० टी० सी० के द्वारा कैनलाइज़ करेगी—क्या यह सच है कि 14 दिसम्बर का फैसला अमल में नहीं लाया गया, 31 मार्च तक एक्सपोर्टर्स को भाल बाहर भेजने की छूट देवी गई? यदि यह सच है तो ऐसा क्यों किया गया? क्या मंत्री महोदय को भालूम है—वेट-ब्लू हाइड्स के नाम पर कच्चा चमड़ा बाहर भेजा जा रहा है। एक-दो दिन पानी में ढाल कर वेट-ब्लू हाइड्स में उस को बदल दिया जाता है, टैनिंग नहीं होता है। टैनिंग में तो एक महीना लगता है, इस लिये एक्सपोर्टर्स रुपया कमाने के लिये वेट-ब्लू हाइड्स एण्ड स्किन्च बाहर भेज रहे हैं। इस प्रकार के वेट-ब्लू हाइड्स को बाहर भेजने पर रोक क्यों नहीं लगाई जा रही है!

उपाध्यक्ष महोदय, चमड़े के दाम कितने बढ़ गये हैं—यह आप को इन अकड़ों से पता लगेगा। जनवरी, 1972 में गाय के चमड़े के दाम 35 रुपये थे जो मार्च में 65 हो गये। बकरी का चमड़ा 10 रुपये में मिलता था, लेकिन उस के दाम 27 रुपए हो गये...

श्री एस० एम० बनर्जी (कानपुर): आजकल आदमी का चमड़ा सस्ता है

श्री अटल बिहारी वाजपेयी: इसका नतीजा यह हो रहा है कि चमड़े के छोटे छोटे कारखाने बन्द पड़े हैं। कच्चे माल के अभाव में भज्वार संकट में है। मैं जाना चाहता हूं कि—क्या सरकार डा० ए० सीतारमैया कमेटी की सिफारिशों

को लागू करने के बारे में विचार कर रही है। डा० ए० सीतारमैया डायरेक्टर, जैनरल, डी०जी०टी०डी० ये। उन्होंने सिफारिश की थी—

"that a ten per cent duty may be levied on exports of E.T. tanned and chrome tanned hides, unfinished, with effect from 1st January, 1973. Taking into consideration the necessity of converting semi-processed hides and skins for processing into finished leathers and leather manufactures, even a higher level of duty on export of these items could, perhaps, be considered."

मैं जानना चाहता हूं—यह सिफारिश अमल में क्यों नहीं लाई गई। क्या सरकार एक्सपोर्टर्स के दबाव में आ गई, क्या सरकार छोटे उद्योगों की रक्खा नहीं करना चाही है? मैं जानना चाहता हूं कि छोटे उद्योगों को उचित कीमत में रा-हाइड्स एण्ड स्किन्च मिल सके। इसके लिये सरकार कौन से ठोस कदम उठा रही है।

उपाध्यक्ष जी, आप जरा इन के बाबत व्यक्ति आखिरी पैरा देखिये:—

"For this, a scheme for giving financial assistance to exporters of footwear is under Government's consideration. A decision is to be taken shortly. Government are also considering the possibility of arranging supplies of leather required by this industry...."

How? इसके बारे में सरकार कौन से ठोस कदम उठाने जा रही है और इस संकट को कैसे हल करना चाहती है?

SHRI S. M. BANERJEE: I am not asking a question....

MR. DEPUTY SPEAKER: You can rise on a point of order.

SHRI S. M. BANERJEE: My submission before you is that this question should be in my name. Otherwise, Mr. Vajpayee's Party members will be against him because of their anti-cow-slaughter policy.

SHRI A. C. GEORGE: I am extremely thankful to the hon. Member for referring to some problems which concern the weaker sections of the society.

As this august House is aware, most of the decentralised sector in the footwear making industry is among the weaker sections, especially Harijans and the backward classes—

SHRI B. P. MAURYA (Hapur): Only the shoe-makers, not the factory owners.... (*Interruptions*).

SHRI A. C. GEORGE: Please allow me a chance.

I think the hon. Member was not exactly correct when he said that we have a craze for exports. This is an export item which was considered to be a traditional item. For long years India was supposed to be the most important source of hides and skins. I am not sure whether the hon. Member has gone through the statement very carefully. We have banned export of raw hides and skins.

There are four stages to this. First is the raw hides and skins. Second is the semi-finished hides and skins or semi-finished leather. Then, it is the finished leather and finally it goes in the form of leather manufactures, foot-wear or leather goods. There are four processes to this and we have banned exports of raw hides and skins.....

AN HON. MEMBER: When?

SHRI ATAL BIHARI VAJPAYEE: What about wet blue hides?

SHRI A. C. GEORGE: Wet blue hides are semi-finished leather.

SHRI ATAL BIHARI VAJPAYEE: Not at all.

SHRI A. C. GEORGE: It is a technical question where, I may humbly submit, I am rather conversant with the subject. Raw hides and skins go into the semi-finished stage.... (*Interruptions*). I do not want to go into an argument, I will only stick to what I said....

SHRI ATAL BIHARI VAJPAYEE: They dip the raw hides into water and it becomes blue and it is being exported.

SHRI A. C. GECRGE: Dipping in water is not what is called the chrome tanning. I think the hon. Member is referring to chrome tanning. It is semi-finished leather. In semi-finished leather, in 1971-72 our exports were Rs. 84 crores and this year, as the hon. Member correctly pointed out, the other source, namely, Brazil and Argentina put restrictions or a ban on the export of semi-finished leather. These are dirty jobs and many of the developing countries are not in a mood to take to it. So, there is a demand for more semi-finished leather. When other competing countries put a ban on it, we get a greater demand and we observed that there was a steep increase in the demand. Otherwise, I can convince the hon. Member that it was going in a smooth graph. Suddenly when Brazil and Argentina put a ban on this item we had a greater demand and there was a steep rise in exports. That is how it went up from Rs. 84 to Rs. 143 crores. When we observed more and more of semi-finished goods going out and to that extent, raw material is not available to the poorer classes in this country, we immediately

wanted to discipline this sector. That is why as early as 14th December, 1972, this item was canalised in the interests of the country. Also the unit value ratio between semi-finished to finished is 2.3. So, in the interests of the country, we can get better unit value realisation if we send finished goods. But, overnight, this export of semi-finished leather cannot be stopped. Overnight we cannot switch over to finished goods exports. We have to build an industrial infra-structure. That is why in the statement we have pointed out that from 1st April, 1973 we are putting a definite restriction and during the course of the next five years we are bringing down the quantum of semi finished leather exports to 25 per cent, that is one-fourth. But this cannot be done overnight. Further our internal consumption is only 18 per cent. If we completely ban the semi-finished items, what will we do with the surplus? The tanneries will be closed. There will be unemployment. So, the healthy proposition is for a smooth transition. We have taken necessary measures. There again our intention, as the hon. Member suggested, is to put an export duty, an additional duty—the exact figure I do not want to indicate here it will be coming into force from 1st April, 1973. It will be an additional export duty on the semi-finished which, we hope, to a reasonable extent, can be passed on as an incentive to the finished goods. This, on the one hand, will act as a disincentive to exports of semi finished leather but will act, on the other hand, as an incentive for finished goods exports.

SHRI ATAL BIHARI VAJPAYEE: What about the recommendations of Dr. Seetharamiah's committee Report?

SHRI A. C. GEORGE: If you refer to the report in detail, you will find that the first item is on the limitation of the quantity and the second one is

about the question of additional export. These were the points referred to.

SHRI ATAL BIHARI VAJPAYEE: Dr. Seetharamiah's report recommended from 1st January.

SHRI A. C. GEORGE: When a report comes, full implications have to be thought of and this is being implemented, as I said, from 1st April.

SHRI ATAL BIHARI VAJPAYEE: Meanwhile, damage has been done.

SHRI PILOO MODY (Godhra): When I read the statement I am surprised at the profusion of words contained in the statement, to denote nothing. He says:

It has been decided to regulate the export of semi-processed hides and skins and gradually to reduce them and to shift the emphasis to the export of finished leather and leather goods to realise more unit value and for increased employment.

You say it is canalised through STCs. What is the central fact of the matter? The fact of the matter is this. There is a specific demand on India for these finished goods. We have sufficient demand in India for these finished good. I am talking about the total demand, that is, local demand plus the export demand. A part of them could be used in this country for the manufacture of leather goods in India to be exported abroad. So, the obvious thing would be that one would expect that there would be a total ban on exports of all unfinished leather goods. We should restrict the use only to local manufacturers where more employment is created, where greater unit prices are available etc. but the Government has not considered that at all. As a matter of fact

[Shri Piloo Mody]

they have decided to canalise something which they should be actually banning, to serve a cause which is so dear to their heart, the quota system, so that they can favour their own pets and poodles who would be paying money. Now, this case is quite clear. I can understand if there was no demand. But demand is there, for local utilisation. They are thinking of bringing it down in 5 years to only 25 per cent. Why?

MR. DEPUTY-SPEAKER: You have made your point; kindly ask a question.

SHRI PILOO MODY: I have not quite made my point. There are some more points to be made. There is no point in asking a question; I can only give him advice.

MR. DEPUTY-SPEAKER: You should make another motion.

SHRI PILOO MODY: Then the statement speaks of—

"effort to develop industrial infrastructure for establishing finished leather and leather goods manufacturing industry in the country."

Does the Government really intend making efforts to develop these industries at Governmental level? The very fact that they think they are going to make an effort in order to open a *mochi* shop itself gives you the impression that these are just words and words, denoting nothing. Then the statement says:

"Government are considering a proposal to set up a new Corporation in the public sector to be called the Leather Export Development Corporation".

A new corporation—that is the cure-all for everything! That is just like some people who believe that if they swallow some pill everything will be all rights. Government believes

if they have any problem, just start a public sector corporation. Here it is said in the statement that the Corporation will, strive to strengthen and diversify the export sector of industry and improve its export performance. For the very thing that ought to be banned, they say, they are going to start a corporation. And then in the end, the statement says:

"Government are alive to the need for immediate steps to mitigate the hardship of the industry."

13.45 hrs.

[**MR. SPEAKER in the Chair**]

And then, on the other hand, he says: Gradually, to reduce and that they are considering the matter. Finally, it says: a decision has been taken shortly. The decision has not been taken. It is still to be taken. Further it says:

"Government are also considering the possibility of arranging supplies of leather required by this Industry in adequate quantities and at a fair price."

All this is still under consideration. But, Sir, if there is shortage of hides; if you are exporting instead of worth 90 crores but worth 150 crores where are you going to get those hides from to supply to these small fellows not only in adequate quantities but at a fair price. I cannot see where you are going to get those hides from unless you have decided to skin your colleagues who are sufficiently thick skinned like me.

SHRI A. C. GEORGE: Most of the answers to the hon. Member's questions are very much in the statement. He was referring to the availability of raw-material for the weaker sections. Sir, we made it very clear that the level of export from 1st April, 1973 is to be progressively brought down to the level of 75 per cent of 1971-72. Sir, we are talking of 1972-73 when an abnormal situation was created. We are bringing this down with a definite intention so that

more raw-material will be available for the people who are engaged in this field. There is a very important sector where an overnight switch-over should not be made. It has to be transitional. Actually, this is an item where we can proceed stage by stage only from semi-finished to finished leather and from finished leather to footwear. The hon Member seems not to be clear about the Leather Export Development Corporation. If by Leather Export Development Corporation he is thinking only of finished leather, it is not so. We are actually thinking of shifting from finished leather to footwear and even leather goods, in due course.

श्री बी० पी० भौमि (हापुड़) आदर्शीय अध्यक्ष जी, मैं केवल प्रश्न करूँगा भाषण नहीं दृग् ।

क्या क्रोम ड आर्टेंट जूते के तले के मोटे चमड़े के दाम 250 मैकड़ा बढ़ गए हैं ? क्या समाजवादी रूस को भारत से मप्लाई किए जाने वाले जूते के एक जोड़े पर बनाने की लागत में 8 रुपये की बढ़ोतरी हो गई है ? क्या एम० टी० मी० ने उपरोक्त वार्णनों से रूम को 5 लाख जूतों के जोड़ों की मप्लाई का आडर रद्द कर दिया है ? डमके कारण कितनी विदेशी मुद्रा का नुकसान देश को हुआ है ? क्या विदेश के लिए जैन बनाने वाले कारखानों दारों ने एम० टी० सी को यह नोटिस दिया है कि यदि परिस्थितियों में सुधार नहीं हुआ तो निकट भविष्य में रूम को 8 लाख जूतों के जोड़ों की सप्लाई और इसमें आडर भी रद्द हो जायेंगे ? यदि हा तो इस में फिर कितनी विदेशी मुद्रा का नुकसान देश को होने वाला है ? क्या रूस तथा अन्य साम्यवादी राष्ट्रों की प्रतिवर्ष की आबास्यकता लगभग 75 लाख जूतों के जोड़ों की है और क्या अकेले रूस की ही आबास्यकता 50 लाख जूते के जोड़ों की है ? क्या यह राष्ट्र भारत के

अतिमर्बंहारा समाज के उन सोगो जिनका धधा और पेशा जैते बनाने का रहा है और आज भी जो जूते बनाने में निपुण हैं उनको विशेष सहायता कर पाते हैं ? फिर मदालय उनकी तमाम आवश्यकताओं को पूर्ण क्यों नहीं कर पाता है ? क्या रुकावटे हैं और उन रुकावटों को दूर करने के लिए भंडी महोदय क्या कर रहे हैं ? क्या उन राष्ट्रों में बर्फ अधिक पड़ने से बेल्टेड शुज्ज ही कामियाब होते हैं ? भारत के बे लोग जिनका पेशा जूता बनाने का है वे वह जूते बनाने के आदी हैं । भारत में बैलिट्ड शुज्ज अच्छी क्वालिटी के बन सके ताकि हमारा जूता विश्व के बाजार में अपना स्थान बना सके इसके लिए सरकार क्या कर रही है —

अध्यक्ष महोदय आप सवाल ही करें। जल्दी समाप्त करें।

श्री बी० पी० भौमि : मैं ही खेतीहर मजदूर का बेटा हूँ । मेरे मारे गिनेदार मोर्ची हैं । मैं चाहता हूँ कि मुझे सवाल करने दिया जाए ।

विज्ञान के विकास के कारण दुनिया बहुत नेजी से बदल गई है बहुत तेजी से आगे बढ़ गई है और इसके साथ साथ फैशन भी बढ़ रहा है । फैशन बढ़ने के साथ साथ जूते में भी तबदीली आती है । इसकी देख भाल के लिए भारत ने क्या कोई विशेषज्ञ बिठा रखा है विदेशों में ताकि यहाँ के लोगों को वह इस तरह का सन्देश दे सके कि इस तरह के जूते बनाए जाएं तो आगे चल कर विश्व के बाजार में कामयाब हुआ जा सकेगा ?

आपने रा सैटीरियल के बारे में श्री वाजपेयी के प्रश्न के उत्तर में कहा है कि रा हाइड्रा पर आपने रोक लगा दी है अब उन पर बैन है । मैं जानना चाहता हूँ कि यह आपने किस समय किया, किस

बी बी० पी० मौर्य :

महाने में आग्र माल में किया थीं अब सेमी
टैड के नाम से जो कच्चा चमड़ा बाहर
जाता है उसको रोकने के लिए आप क्या
करने वाले हैं? सेमी टैड शायद आपन
कभी देखा भी न हो ।

आपके आकड़े हैं कि 18 प्रतिशत को
आवश्यकना चमड़े बी है । जो आकड़े
मैंने आपका दिये हैं कि यदि जूते बन कर बिंदेग
भेजे जाते हैं तो फिर आपकी चमड़े बी
आवश्यकना बढ़ जाएगी क्या मत्री
जी को इस बात का ज्ञान है कि दुनिया
में भारत को छोड़ कर और देशों में जानवरों
की तादाद कम होनी जा रही है आर
उसके कारण चमड़े की म्फेरमिटी पैदा हो
रही है । उम से फायदा उठाने से निया
भारत सर्वार कोई विशेष कारबाना
लाएगी ताकि यहा पर उच्च
कोटि का रुप बन सक जो अब हम डिपोर्ट
करते हैं ।

भारत में जो जानवर मर जाते हैं श्रीर वे
बहुत देर तक पड़े रहते हैं । उम भ आयरन
आकमाइट चमड़े म आ जाता है श्रीर वह
खगब हा जाता है । इस समय आप कच्चे
चमड़े या डिडिया का ही सदृश्योग कर
पाते हैं । डिसपोजल आफ कारकेमिस की
आपके पास कोई स्कीम नहीं है । डिसपोजल
आफ कारकेमिस की स्कीम आप चलाए तो क्या
यह मही नहीं है कि आपको पाच सौ
करोड़ मालाना का लाभ होगा श्रीर
जैलेटीन जैसी चीजों की डिपोर्ट करने की
जरूरत नहीं रह जाएगी? क्या ये यही
नहीं बन सकेगी?

SHRI A. C GEORGE: Though the
hon. Member apparently put many
questions, there are only three substantial
ones, the others being sub-
questions, so to say, which can be
categorised under the head of deve-

lopment of leather export goods. He
has kindly spoken about many things
we should do and I am thankful to
him for the suggestions.

I did agree at the outset that in
1972-73 the price of chrome leather
and EI tanned leather went up.

It was because of this abnormal rise
in price:

SHRI B P MAURYA I said 250
per cent Right or wrong?

SHRI A. C GEORGE It is not 250
per cent

**SHRI BHAGWAT JHA AZAD (Bha-
galpur)** How much?

SHRI A. C GEORGE It is much
lower than that

I did not dispute that prices had
gone up.

It is precisely because of that
gone up. It is precisely because of
that we enforced all these disciplines.
On December 14 itself, we canalised
so it can be more effective. Export
of raw hides and skins has been
banned.

SHRI B P MAURYA In which
year? I had asked that

SHRI A. C GEORGE In January,
1973

There was another point made by
the hon Member which is quite helpful

SHRI B P MAURYA I put spe-
cific questions. His replies should not
be vague. Otherwise, I will interrupt

SHRI A. C GEORGE To the best
of my ability, I shall try to formulate
my reply.

SHRI B. P. MAURYA: He could have said strainghtway 1973.

SHRI A. C. GEORGE: I had not finished. It is a big rester of questions. I have to slowly come to that.

As for another point made by him, in fact this had never been brought to our notice, and there is no representation or complaint to this effect. It was pointed out by Shri Vajpayee also. It was said that there are many instances of raw hides and skins under some pretext or other going out as semi-finished. This is first time it has been brought to our notice. If there are such instances and more details could be given, we will definitely like to act with regard to that because this is definitely encouraging very many malpractices and we are losing valuable foreign exchange also.

Regarding the export order from the USSR, there is a point in what the hon. Member said in regard to supplies through STC, about some difficulties concerning fulfilling the order because of high prices of raw materials. We are in constant consultation and hope to arrive at some amicable settlement.

SHRI B. P. MAURYA: Was the 5-lakh order cancelled?

SHRI A. C. GEORGE: No. We are negotiating on that as well as the 8-lakh contract.

SHRI ATAL BIHARI VAJPAYEE. But the shoes are lying. There is a glut in the market. Why cannot he expedite it ?

SHRI A. C. GEORGE: He is not referring to the shoes which are made but to the shoes which are to be made, about raw material difficulties.

SHRI ATAL BIHARI VAJPAYEE: The 8 lakhs have been manufactured?

3672 L.S.—9.

SHRI A. C. GEORGE: I do not know the exact number. But we will take the 5 lakh and 8 lakh orders.

The other question raised was about improving the total export of our finished leather and leather goods. These are all aspects which will be taken care of by the proposed Corporation.

SHRI B. P. MAURYA: He did not reply about the need of Soviet Russia and other socialist countries. The requirements of all socialist countries are 75 lakh pairs a year, that of USSR alone are 50 lakh pairs a year. But you are supplying only 5—10 lakh pairs. Will you try to supply the maximum number?

SHRI A. C. GEORGE: We will try to supply the maximum number.

14 hrs.

३० लक्षमी नारायण पांडेय (मदसौर)
अध्यक्ष महोदय सरकार का व्यापान इस उद्योग के सकट की तरफ पहले भी दिलाया गया था लेकिन सरकार ने उस का कोई नोटिस नहीं लिया। 22 नवम्बर को दिये गये उत्तर में सरकार की तरफ की बताया गया था कि रा बैटीरियल की कोई शार्टेज नहीं है और जितनी आवश्यकता होगी उसकी पूर्ति अपने ही साधनों से कर सकते हैं, इम्पोर्ट की जरूरत नहीं है। लेकिन उस के बाद भी आज यह उद्योग सकट में है जिस के कारण आगरे में 400,00 से अधिक मजदूरों का जीवन संकट में पड़ गया है उन के पास अपनी आजीविका का कोई दूसरा धंधा नहीं है। 23 फरवरी को एक प्रश्न के उत्तर में सरकार ने कहा कि यद्यपि हम सेमीप्रोसेस्ड लेदर का एक्सपोर्ट कर रहे हैं लेकिन उससे इस बात की सम्भावना नहीं है कि कोई बहुत बड़ा संकट हमारे सामने आ जायगा।

"On account of the large exports of the semi-processed hides and skins, there is a shortage of leather to some extent, and there has also been a rise in prices."

[Shri Shyamnandan Mishra]

the minds of hon. members and the countrymen. I have given you as stated yesterday, a second notice of my intention to move a motion of privilege against Shri V. C. Shukla, the Minister of State for Defence I have given concrete proofs and instances as to how he has deliberately misled the House on the ammunition depot, on the Maruti Ltd., (Interruptions).

MR. SPEAKER: Whatever material was there before me till yesterday I have given my ruling

(Interruptions).

MR. SPEAKER Mr. Shukla made a statement and you made a counter-statement. When I gave my ruling, I considered both the statements. There is no scope for any other ruling now.

SHRI SHYAMNANDAN MISHRA: I have given you fresh instances.

MR. SPEAKER Mr. Shukla did not speak yesterday. He spoke before, and later you participated in it. Then, after considering everything I gave my ruling. These afterthoughts, I am not going to entertain

SHRI SHYAMNANDAN MISHRA: You will face a motion of non-confidence. I give notice here and now.

MR. SPEAKER. Don't threaten me like that

(Interruptions).

MR. SPEAKER: He says if I do not admit his motion, I will face a no confidence motion. I do not prevent him doing so. I am proceeding to the next item.

(Interruptions).

MR. SPEAKER: Mr. Mishra, I did not tell you anything in my chamber.

(Interruptions)

SHRI SHYAMNANDAN MISHRA: Sir, you told me in your chamber before two other members that you will send it to the Minister....(Interruptions) Now you are going back on your words because you have been pressurised....(Interruptions).

MR. SPEAKER: I told him that I am not going to take it as a privilege issue. But if he has some new facts, some other facts, I said that I have no objection to sending it to the Minister. (Interruptions)

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir on a point of order. Shri Shyamnandan Mishra saw you in your chamber and made a fresh submission, supported by materials. The House is entitled to know what you told him if he has given fresh evidence proving that a breach of privilege has taken place and, if so what are the details

श्री ज्योतिर्मोय बोसु : (व्यालियर)
अध्यक्ष महोदय, मैं आप से एक सफाई चाहता हूँ। आपने कल रॉलिंग दी थी। वह पुराने मोशन के बारे में थी। हम उस रॉलिंग से सहमत नहीं हैं पर हमें उसे मानना है और हम ने उसे मना है। पर आज मिश्रा जी कह रहे हैं कि उन्होंने कोई नया मोशन दिया है और उस मोशन की सफाई में उन्होंने कुछ और भी तथ्य रखे हैं। मिश्रा जी ने अभी बताया कि आप ने सारा भासला मिनिस्टर के पास भेजा है। हमारा कहना है कि मिनिस्टर काजबाब आने के बाद आप तथ करें कि उस को किस ढंग से लिया जाय।

अध्यक्ष जी, एक बात और—कल आप ने यह कहा था कि अब प्रिवेज पर बहस नहीं हो सकती, लेकिन आप किसी और तरीके से सरे भासले पर बहस की इजाजात देंगे। मैं चाहता हूँ कि उस के बारे में आप जल्दी निर्णय कर लीजिए।

अध्यक्ष महोदय : ये मेरे पास आये थे और मैंने कहा था कि पहले की तरह से इजाजती नहीं दूंगा, प्रिवेज लेने को मैं

तैयार नहीं हूँ लेकिन अगर कोई नई बात है तो कल तक जितने फैसला ये उस के बारे में स्वीकार दे चुका हूँ—

If it is a new matter, I will send it to the Minister. But so far as privilege is concerned, I am not going to repeat the same mistake.

अगर कोई नई बीज होगी तो मिनिस्टर के पास जायगी, लेकिन आप उस को प्रिवलेज कहेंगे तो मैं उस को नहीं लूँगा।

श्री अटल बिहारी वाजपेयी : आप ने कहा है कि मिनिस्टर के पास जायगी,

Unless you hear from the Minister, how can you deny it? You have asked the Minister to submit a statement....

MR. SPEAKER: When it comes to me, I will see. I will not take it for granted. It has never happened in this House. Under Direction 115, we always referred it to the Minister and the Minister's reply came. If the Speaker was satisfied, the Member was allowed.

SHRI ATAL BIHARI VAJPAYEE: Not in the case of deliberate misleading....(Interruptions)

MR. SPEAKER: I am not going to interpret what legal attitude one party takes and what legal attitude the other party takes....(Interruptions)

SHRI PILOO MODY (Godhra): You became the judge of it.

MR. SPEAKER: No. Why should? Two sides take a different legal interpretation.

This is not the practice of the House. It is not for the Speaker to give a verdict on different legal interpretations....(Interruptions)

SHRI SHYAMNANDAN MISHRA: I am rising on a point of personal explanation. Let it be known to the entire House, when I met you along with two of my colleagues in your chamber this morning, I read out to you....

MR. SPEAKER: You did not read it.

SHRI SHYAMNANDAN MISHRA: I read it out. If the Speaker interrupts in the House, a Member like this, can there be peaceful proceedings in the House? (Interruptions)

MR. SPEAKER: I am not allowing you.

SHRI SHYAMNANDAN MISHRA: I am on a point of personal explanation....

SHRI C. M. STEPHEN (Muvattupuzha): I rise on a point of order, Sir.

(Interruptions)

MR. SPEAKER: There is no question of personal explanation.

(Interruptions)

MR. SPEAKER: Let him finish. I will listen to your point of order later on. (Interruptions)

SHRI C. M. STEPHEN: If he is on a point of order, then I will resume my seat. Is he an a point of order?

MR. SPEAKER: Let me first listen to him, and then I will listen to you.

SHRI C. M. STEPHEN: If he is on a point of order, then I will resume my seat, Sir. But if he is on a point of personal explanation, then I rise on a point of order that, under the rules, personal explanation of the type that he is trying to make is not admissible.

MR. SPEAKER: I will listen to you later on.

SHRI SHYAMNANDAN MISHRA: This is my submission. When I met you this morning along with two other colleagues, I submitted to you my second notice of intention—I am using

[Shri Shyamnandan Mishra]

the minds of hon. members and the countrymen. I have given you as stated yesterday, a second notice of my intention to move a motion of privilege against Shri V. C. Shukla, the Minister of State for Defence. I have given concrete proofs and instances as to how he has deliberately misled the House on the ammunition depot, on the Maruti Ltd. (Interruptions).

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SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir on a point of order. Shri Shyamnandan Mishra saw you in your chamber and made a fresh submission, supported by materials. The House is entitled to know what you told him if he has given fresh evidence proving that a breach of privilege has taken place and, if so what are the details.

श्री ग्राटल बिहारी बाजपेयी : (वालियर)
अध्यक्ष महोदय, मैं आप से एक सफाई चाहता हूँ। आपने कल रूलिंग दी थी। वह पुराने मोशन के बारे में थी। हम उस रूलिंग से सहमत नहीं हैं पर हमें उसे मानना है और हम ने उसे मना है। पर आज मिश्रा जी कह रहे हैं कि उन्होंने कोई नया मोशन दिया है और उस मोशन की सफाई में उन्होंने कुछ और भी तथ्य रखे हैं। मिश्रा जी ने अभी बताया कि आप ने सारा मामला मिनिस्टर के पास भेजा है। हमारा कहना है कि मिनिस्टर का जबाब आने के बाद आप तथ करें कि उस को किस ढंग से लिया जाय।

अध्यक्ष जी, एक बात और—कल आप ने यह कहा था कि अब प्रिवेज पर बहस नहीं हो सकती, लेकिन आप किसी और तरीके से सरे मामले पर बहस की इजाजात देंगे। मैं चाहता हूँ कि उस के बारे में आप जल्दी निर्णय कर लीजिए।

अध्यक्ष भारतीय : ये मेरे पास आये थे और मैंने कहा था कि पहले की तरह से इजाजती नहीं दूंगा, प्रिवेज लेने को मैं

तैयार नहीं हूँ लेकिन अगर कोई नई बात है तो कल तक जितने फ़िक्स थे उस के बारे में रुलिं दे चुका हूँ—

If it is a new matter, I will send it to the Minister. But so far as privilege is concerned, I am not going to repeat the same mistake.

अगर कोई नई चीज होगी तो मिनिस्टर के पास जायगी, लेकिन आप उस को प्रिवलेज कहेंगे तो मैं उस को नहीं लूँगा।

श्री घटल बिहारी वाजपेयी : आप ने कहा है कि मिनिस्टर के पास जायगी,

Unless you hear from the Minister, how can you deny it? You have asked the Minister to submit a statement....

MR. SPEAKER: When it comes to me, I will see. I will not take it for granted. It has never happened in this House. Under Direction 115, we always referred it to the Minister and the Minister's reply came. If the Speaker was satisfied, the Member was allowed.

SHRI ATAL BIHARI VAJPAYEE: Not in the case of deliberate misleading.... (Interruptions)

MR. SPEAKER: I am not going to interpret what legal attitude one party takes and what legal attitude the other party takes.... (Interruptions)

SHRI PILOO MODY (Godhra): You became the judge of it.

MR. SPEAKER: No. Why should? Two sides take a different legal interpretation.

This is not the practice of the House. It is not for the Speaker to give a verdict on different legal interpretations.... (Interruptions)

SHRI SHYAMNANDAN MISHRA: I am rising on a point of personal explanation. Let it be known to the entire House, when I met you along with two of my colleagues in your chamber this morning, I read out to you....

MR. SPEAKER: You did not read it.

SHRI SHYAMNANDAN MISHRA: I read it out. If the Speaker interrupts in the House, a Member like this, can there be peaceful proceedings in the House? (Interruptions)

MR. SPEAKER: I am not allowing you.

SHRI SHYAMNANDAN MISHRA: I am on a point of personal explanation....

SHRI C. M. STEPHEN (Muvattupuzha): I rise on a point of order, Sir.

(Interruptions)

MR. SPEAKER: There is no question of personal explanation.
(Interruptions)

MR. SPEAKER: Let him finish. I will listen to your point of order later on. (Interruptions)

SHRI C. M. STEPHEN: If he is on a point of order, then I will resume my seat. Is he an a point of order?

MR. SPEAKER: Let me first listen to him, and then I will listen to you.

SHRI C. M. STEPHEN: If he is on a point of order, then I will resume my seat, Sir. But if he is on a point of personal explanation, then I rise on a point of order that, under the rules, personal explanation of the type that he is trying to make is not admissible.

MR. SPEAKER: I will listen to you later on.

SHRI SHYAMNANDAN MISHRA: This is my submission. When I met you this morning along with two other colleagues, I submitted to you my second notice of intention—I am using

these words advisedly because I have not yet submitted a substantive motion-, second notice of my intention to move a motion of privilege against Shri V. C. Shukla, Minister of State in the Ministry of Defence for further misleading the House in respect of four or five matters. I read out....(Interruptions)

MR. SPEAKER: I am not listening to any one. If all of you are speaking simultaneously, I am unable to listen. I am not allowing anybody to speak now.

(Interruptions)

MR. SPEAKER: So far as privilege motion is concerned, I have expressly told him that I am not going to allow. If it is something about the Minister.. (Interruptions)

SHRI SHYAMNANDAN MISHRA: If you interrupt me like this, there cannot be peaceful, orderly proceedings in this House....

MR. SPEAKER: Do not do like that...

SHRI SHYAMNANDAN MISHRA: Let me complete.

MR. SPEAKER: All the time threatening like this.

SHRI SHYAMNANDAN MISHRA: Thumping the table against me does not work. (Interruptions)

MR. SPEAKER: Kindly sit down. Let me listen to the hon. Member. Whatever he wants to say, he can say with proper decorum... (Interruptions). Not threatening always.

(Interruptions)

MR. SPEAKER: May I request you to kindly sit down?...(Interruptions). May I appeal to you let me listen to him.

SHRI DINEN BHATTACHARYA (Serampore): When you were feeling so much agitated as it concerns Maruti Ltd., the Members are also getting agitated....

MR. SPEAKER: No, please. I am so sorry..(Interruptions). He can address the Chair, but he should not threaten the Chair.

SHRI ATAL BIHARI VAJPAYEE: No threat was intended.

MR. SPEAKER: I give full opportunity to the Member but he must address the Chair with proper decorum.

SHRI SHYAMNANDAN MISHRA: Mr. Speaker, I am impeccable in my parliamentary behaviour..

(Interruptions)

SHRI SHYAMNANDAN MISHRA: My submission was that when I met you this morning, I drew your attention to some of the fresh material which I have submitted for your consideration for admitting a second motion of privilege against Mr. V. C. Shukla. The material which I had brought to your notice—let it be known to the entire House related to the ammunition dump, to the Maruti Ltd., etc. Here, I have quoted....

(Interruptions)

MR. SPEAKER: I did not make any observation. They came... (Interruptions) Kindly sit down. I said that if it is a fresh matter I will send it to the Minister. That is all.

SHRI JYOTIRMOY BOSU: What I want to repeat, Sir, is that you must be very careful in dealing with this matter, because Prime Minister's honesty and integrity is involved... (Interruptions)

MR. SPEAKER: I need no advice from the hon. Member. I am what I am.

(Interruptions)

MR. SPEAKER: I am not allowing you, Mr. Bosu.

SHRI SHYAMNANDAN MISHRA: I had quoted a Government paper to show....

MR. SPEAKER: Two or three lines only....(Interruptions)

SHRI SHYAMNANDAN MISHRA: In particular, it was conceived in 1968. I have quoted that...(Interruptions)

MR. SPEAKER: I honestly tell you—he started reading two or three lines. I said, leave it with me. I will see first and then decide.

SHRI SHYAMNANDAN MISHRA: I am coming to that..(Interruptions). I ask the House now to consider as to who is proving to be disorderly. I have quoted the relevant document to show that the peasants of Haryana had resisted, they protested even in 1969. You then told me, Mr. Speaker, that you would send the paper to the Minister concerned and you would take time because... .(Interruptions). Now, whatever you are saying goes completely against...

MR. SPEAKER: I do not deny that I said that I would send the paper to the Minister.

(Interruptions)

MR. SPEAKER: Now, let me pass on to the next item on the Agenda.

SHRI H. N. MUKHERJEE (Calcutta-North-Aast): Sir, I only want a clarification.

I am sorry Mr. Mishraji appeared to lose his temper. An average Member can hardly understand what goes on. But, I have heard you to say,—unless I am very wrong,—that if a new matter, pertaining to privilege, has been brought out before you, then, you were pleased to say, you would send it to the Minister. If you consult the Minister or somebody else, it may be for your delectation. But, it is for you only to take a decision in regard to the admissibility or otherwise of the privilege matter, on the basis of fresh material, supposed to have been brought up by Mr. Mishra. Therefore,

Sir, I should expect of you to consider the matter, and not the Minister, and I am not going to go by what the Minister says about it. I take it from what you have said that this matter is under your consideration. After listening to the Minister, I hope, you will make up your mind whether we are going to have this privilege Motion or not. About Ammunition Depot and other things, these are matters in regard to which the Government must come forward in order to satisfy us as to what the position is. My submission to you is, irrespective of what the Minister tells you or Mr. Mishra tells you, you should take an impartial view and not merely a technical view of the position and make up your mind. Regarding the Ammunition Depot and all that, Sir, the Governments should come forward with a substantial discussion so that the House and the country can be satisfied about the position.

श्री शान तिह भौरा (भट्टा) : स्पीकर साहब, मैं एक विनाट चाहता हूँ। मैं सरकार के ध्यान में यह लागा चाहता हूँ कि इवे कमीशन जो प्रकाली भौरा जनसंघ के मिनिस्टरों के खिलाफ बनाया गया था, दबे ने जब रिजाइन किया तो एक रिपोर्ट दी थी जिसमें कुछ चार्जेंज इस्टेमिल किए गए हैं तो वह रिपोर्ट पार्लीमेन्ट के भेष्मरों में पब्लिश की जाये, बांटी जाये ताकि पता चल जाये कि चार्जेंज क्या हैं।

श्री सतपाल कपूर (पटियाला): दबे कमीशन जो पंजाब के मिनिस्टरों के खिलाफ बनाई गई थी उसको रिपोर्ट को पब्लिश किया जाये .. (अवधारणा)...

श्री अटल बिहारी वाजपेयी : माझ्याला जी, क्या हम यह समझें कि विक्रा जी ने जो मामला दिया है उसके बारे में मापदण्ड कोई दिमाग नहीं बनाया है ...

प्रध्यक्ष महोदय : जो पौरीशन थी उसको मैंने साफ कर दिया है। यह भेरे पास आये थे और इन्होंने यह कहा कि कोई नयी चीज़ है तो मैं ने कहा.... (व्यवधान) . . .

श्री शावनन्दन लिख : आपके ज्वाइन्ट सेकेटरी ने मुझे को फोन किया कि दूसरी कापी दीजिए उसको मिनिस्टर के पास भेजा जायेगा।... (व्यवधान) . . .

श्री अटल बिहारी वाजपेयी : प्रध्यक्ष जी, आप अपना दिमाग खुला रहने दीजिए।

प्रध्यक्ष महोदय : अगर आप नहीं चाहते कि नहीं भेजूं, तो मैं खुद देख लूंगा अपनी तसल्ली के लिये।

(Interruptions)

MR. SPEAKER: As regards yesterday's matter, that is finished. If the hon. Member comes forward with a fresh one, I shall have to examine it on merits.

SHRI PILOO MODY: But remember that it has to go with Maruti. Please do not forget it.

MR. SPEAKER: I shall have to satisfy myself...

श्री शशि भूषण (दक्षिण दिल्ली) : प्रध्यक्ष जी, कल यह जब आप की बैम्बर में आये तो आप टेप रेकार्ड कर लें ताकि हम को मालूम हो कि इन्होंने वहाँ क्या कहा।

प्रध्यक्ष महोदय : अब मैंने ऐसा फैसला किया है कि मेरे पास जब कोई आयेगा तो मैं अपना टेप रिकार्ड जरूर रखूंगा।

श्री हुकम बन्द लिलाक : प्रधान मंत्री
जब आप की बैम्बर में आ कर दबाव देती हैं कि उन के खिलाफ़ कोई सबाल स्वीकार न किया जाय, तो उस को भी आप टेप रेकार्ड करेंगे क्या?

प्रध्यक्ष महोदय : अगर आप को हर बहत ही ऐसे करना है तो क्या फ़ायदा है यहाँ बैठने का जिस की मर्जी आये जो कहे, तब तो मुश्किल हो जायगी। आप बैठिए।

— — —
14.42 hrs.

PAPERS LAID ON THE TABLE

NAVAL CEREMONIAL, CONDITIONS OF SERVICE AND MISCELLANEOUS (5TH AMENDMENT) REGULATION, 1972

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J. B. PATNAIK): I beg to lay on the Table—

- (1) A copy of the Naval Ceremonial, Conditions of Service and Miscellaneous (Fifth Amendment) Regulations, 1972 (Hindi and English versions) published in Notification No. S.R.O. 314 in Gazette of India dated the 2nd December, 1972, under section 185 of the Navy Act, 1957.
- (2) A statement (Hindi and English versions) showing reasons for delay in laying the above Notification. [Placed in Library. See No. LT-4419/73]

REVIEW AND ANNUAL REPORT OF HINDUSTAN ZINC LTD. UDAIPUR

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): I beg to lay on the Table a copy each of

the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

- (1) Review by the Government on the working of the Hindustan Zinc Limited, Udaipur, for the year 1971-72.
- (2) Annual Report of the Hindustan Zinc Limited, Udaipur for the year 1971-72 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-4420/73].

APPRENTICESHIP (AMENDMENT) RULES, 1972 AND NOTIFICATIONS UNDER COAL MINES PROVIDENT FUND FAMILY PENSION AND BONUS SCHEMES ACT, 1948

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND RE-HABILITATION (SHRI G. VENKATESWAMY): I beg to lay on the Table—

- (1) (i) A copy of the Apprenticeship (Amendment) Rules, 1972 (Hindi and English versions) published in Notification No. G.S.R. 1394 in Gazette of India dated the 4th November, 1972, under sub-section (3) of section 37 of the Apprentices Act, 1961.
- (ii) A statement (Hindi and English versions) showing reasons for delay in laying the above Notification.

[Placed in Library. See No. LT-4422/73].

- (2) (i) A copy each of the following Notifications (Hindi and English versions) under section 7A of the Coal Mines Provident Fund, Family Pension and Bonus Schemes Act, 1948:—

(a) The Coal Mines Provident Fund (Second Amendment)

Scheme, 1972, published in Notification No. G.S.R. 1087 in Gazette of India dated 9th September, 1972.

- (b) The Andhra Pradesh Coal Mines Provident Fund (Second Amendment) Scheme, 1972, published in Notification No. G.S.R. 1088 in Gazette of India dated the 9th September, 1972.
- (c) The Rajasthan Coal Mines Provident Fund (Second Amendment) Scheme, 1972, published in Notification No. G.S.R. 1089 in Gazette of India dated the 9th September, 1972.
- (d) The Neyveli Coal Mines Provident Fund (Second Amendment) Scheme, 1972, published in Notification No. G.S.R. 1090 in Gazette of India dated the 9th September, 1972.
- (e) The Coal Mines Provident Fund (Third Amendment) Scheme, 1972, published in Notification No. G.S.R. 1521 in Gazette of India dated the 2nd December, 1972.
- (ii) A statement (Hindi and English versions) showing reasons for delay in laying the above Notifications.

[Placed in Library. See No. LT-4421/73].

**PUBLIC ACCOUNTS COMMITTEE
SEVENTY-FOURTH REPORT**

SHRI SEZHIYAN (Kumbakonam): I beg to present the Seventy-Fourth Report of the Public Accounts Committee on Chapter VI of the Report of the Comptroller and Auditor General of India for the year 1970-71 Union Government (Civil) Revenue Receipts Sales Tax Receipts of the Union Territory of Delhi.

MINES (AMENDMENT) BILL

APPOINTMENT OF A MEMBER TO JOINT
COMMITTEE

SHRI A. P. SHARMA (Buxar): I beg to move:

"That this House do appoint Shri G. Venkatswamy to the Joint Committee on the Bill further to amend the Mines Act, 1952, in the vacancy caused by the resignation of Shri R. K. Khadilkar".

MR. SPEAKER: The question is.

"That this House do appoint Shri G. Venkatswamy to the Joint Committee on the Bill further to amend the Mines Act, 1952 in the vacancy caused by the resignation of Shri R. K. Khadilkar".

The motion was adopted.

13.43 hrs.

RE: REPORTED POLICE FIRING ON
TRIBALS IN WEST BENGAL

SHRI JYOTIRMOY BOSU (Diamond Harbour): On 5th March, very near Jalpaiguri in West Bengal, in a forest, police firing killed two tribal persons who were living within that forest. This firing was done when the eviction of the tribal people who were living in the forest and making a bare livelihood was in process. It seems that oppression and atrocities on Scheduled Castes and Scheduled Tribes are increasing every day. This is a very serious matter, and I would request you to ask the hon. Minister to make a statement on this particular incident.

SHRI B. K. DASCHOWDHURY (Cooch-Behar): The hon. Member's submission relates to the law and order problem of the State Government of West Bengal. So, how could it come up here?

MR. SPEAKER: I took this aspect also into consideration, and because it related to the Scheduled Castes....

SHRI JYOTIRMOY BOSU: Scheduled Tribes.

MR. SPEAKER: ...I have allowed it.

SHRI B. K. DASCHOWDHURY: I am also very much concerned with this, but in this way His only intention in raising this matter is to malign the West Bengal Government.

SHRI JYOTIRMOY BOSU: The hon Member is saying that I am here to malign the West Bengal Government. I only want to draw the attention of the House to the fact that two Scheduled Tribes people who were having a bare livelihood in the forest were killed by police firing.

SHRI B. K. DASCHOWDHURY: How many tribal people were killed or murdered by the CPI(M) during the UF Government rule? Will the hon Member give the figure? It is more than 100, killed by your own party (*Interruptions*), by the then Home Minister Jyoti Basu.

14.45 hrs.

RE: REPORTED SHORTAGE OF
DIESEL OIL, ETC. FOR AGRICUL-
TURAL PURPOSES IN TAMIL NADU

SHRI M. KALYANASUNDARAM (Tiruchirapalli): The demand for diesel, kerosene and petrol has suddenly increased in Tamil Nadu due to the power crisis. For small scale industries and agriculture, the power cut is very much; although there is a general power cut to the extent of 75 per cent in these sectors, it is almost 100 per cent in some areas. So agriculturists have purchased oil engines and small scale industrialists have gone for oil engines and generators. This has given rise to the demand for diesel and kerosene. The private oil companies, Esso, Caltex and Bur-

petro-Shell are trying to make profit out of this misery. There is no proper distribution. Kerosene is not available. Diesel is not available. In some cases, the peasants have to invade the bunks and bring pressure on the bunk-owners to supply diesel oil to them. It is rumoured that the bunk-owners are keeping the supplies away and selling them in black market at very high prices.

This has created a very serious crisis for agriculture and small scale industry in Tamil Nadu. I request the hon. Minister of Petroleum and Chemicals to examine this question and make a statement in the House.

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): There has been no shortage of supplies as such, but two factors have contributed to the difficulties. Owing to the heavy power-cut, the rate of loading has been affected and consequently despatches have been low. A request has been made to the Tamil Nadu Government to restore the power cut for the pumps and for loading oil products.

Secondly, a very large number of diesel generating sets have been pressed into service. It has created problems of distribution which are being overcome on the highest priority. The Madras Refinery is operating satisfactorily and can meet all the requirements of the region. But the new pressure on diesel oil has put a strain on supplies as well as on distribution. We are looking into that. I assure the hon. member that with the help of the Tamil Nadu Government, we hope to be able to sort out this problem as early as possible.

13.49 hrs.

INDIAN RAILWAYS (AMENDMENT) BILL*

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): On behalf of Shri L. N. Mishra, I beg to move for leave to introduce a Bill further to amend the Indian Railways Act, 1890.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Indian Railways Act, 1890."

The motion was adopted.

SHRI MOHD. SHAFI QURESHI: I introduce the Bill.

श्री हुकम बहादुर कल्पालय (मुरेना):
प्रध्याय महोदय, मध्य प्रदेश मे सूखा पड़ा हुआ है, प्रकाल की स्थिति है, राहत कार्यों के लिए मध्य प्रदेश को सहायता नहीं मिल रही है।

अध्यक्ष विभाग : नोटिस देते नहीं हैं और जड़े हो जाते हैं। एक दम यह कैसे हो जाता है।

14.50 hrs.

THE RAILWAY BUDGET 1973-74—GENERAL DISCUSSION—contd.

श्री विजय विज (मोतीहारी) : कल मैं यह कह रहा था कि देश में जिसका मीटर गेज है और नैटोरियल है इस सब को बाड़पेज में परिवर्तित कर दिया जाना चाहिये। बाड़ गेज होने से देश के एक भाग से दूसरे भाग में आने जाने और सामान लाने ले जाने में सहायता होगी। उत्तर बिहार से जो सामान खेजा जाता है या कलकत्ता से जो सामान उत्तर बिहार में आता है उसका बराती में लोडिंग और अनलोडिंग होता है। इससे जर्बी बढ़ जाता है और जोर ओरी होने का घटेगा श्री रहस्य है। सामान

*Published in Gazette of India
8th March 1973.

[श्री विभूति मिथ्य]

के पहुँचने में देर भी होती है। सारे देश में इस बास्ते एक तरह का सिस्टम लागू किया जाना चाहिये और मैं चाहता हूँ कि जितनी नीरों और भीटर गेज की लाइन हैं उन सब को ड्राइ गेज से परिवर्तित कर दिया जाए।

आपने जमीदारिया समाप्त कर दी। समाजवाद की बात भी आप करते हैं। लेकिन रेलवे में ही आप देखे तो ए एच ब्हीलर को आपने एक तरह से भौनोपोली दे रखी है। देश में बेकारी है। अगर एक स्टेशन आप एक आदमी को दे तो बेकारी दूर करने में सहायता मिल सकती है और उसकी तथा उसके बान बच्चों की रोजी रोटी का दृष्टजाम हो सकता है। हजारों स्टेशन ऐसे हैं जहा आप इस तरह के लोगों को रोजगार दे सकते हैं। एक एक दूकान एक एक ग्रेजुएट को, एम ए को, बी ए को, इज्जीनियर को या अन्य पढ़े लिखे बेकारों को आप दे सकते हैं। आपने एक ही आदमी को इस बक्त भौनोपली दे रखी है और यह बरसो से चली आ रही है।

14 52 hrs

[MR DEPUTY-SPEAKER in the Chair]

शक पैदा होता है कि एक ही आदमी को भौनोपोली आपने क्यों दे रखी है, सन्देह पैदा होना स्वाभाविक है कि इस में किसी का इटरेस्ट इनवालड है। पढ़े लिखे बेकारों को आप किताबें बेचने की इजाजत दें, स्टाल दें ताकि किताबें बेच कर वे अपनी जीविका चला सकें।

टाइम टेबल बनता है। उसके लिए आपने एक टाइम टेबल कमेटी बना रखी है। उस में शायद कोई ऐसी पी भी रहता है। मेरा सुझाव है कि टाइम टेबल बनाते बक्त जिस इलाके के लिए वह बनाया जा रहा हो आप उस इलाके के सभी ऐसी पीज को रखिये।

थर्ड क्लास का किराया बढ़ाया गया है। ज्यादा तो वह नहीं बढ़ाया गया और बढ़ाना भी नहीं चाहिये था। लेकिन मैं कहगा कि थर्ड क्लास का किराया कम होना चाहिये। आज जो आपने किराया बढ़ाया है इससे असन्तोष जनता मे है।

मोतिहारी, बेतिया, घोडा सहन हमारे जिले में स्टेशन हैं। यह पर लोगों को सहूलियत नहीं है। सफाई का प्रबन्ध नहीं है स्टाफ काफी नहीं है। यह होना चाहिये। मोतिहारी और बेतिया मे रिटायरिंग रूम नहीं है वे होने चाहिये।

फौर्थ क्लास की नौकरिया भी आप लोकल आदिमियों को न दे कर बाहर के लोगों को दे देते हैं। दूसरी तो आप देते ही है लेकिन ये भी दे देने हैं। नतीजा यह होता है कि जो बाहर के आदमी होते हैं वे लोकल आदिमियों के साथ अच्छा व्यवहार नहीं करते हैं। बगला देश अलग हो गया है रेलवे में जहा तक मुझे जानकारी है जो बिहार के घोडे बहुत लोग हैं जो रेलवे में काम करते हैं उनके साथ बाहर वाले अच्छा व्यवहार नहीं करते हैं। यही हालत रही तो मैं चेतावनी देना चाहता हूँ कि बिहार मे असन्तोष फैलेगा और बिहारी बहेंगे कि हम हिंदुस्तान मे नहीं रहेंगे। मैं फूल सैस आफ रिसपासिबिलिटी के साथ यह बात कह रहा हूँ। इस बास्ते आप अभी आपने डिपार्टमेंट को हिदायत करें कि आपके डिपार्टमेंट मे जो बिहारी नौकर है उनके साथ अच्छा व्यवहार व करें।

गगा पर आप रोड ब्रिज बना रहे हैं। इसको आप रेल कम रोड ब्रिज बनाए। पटना बिहार की राजधानी है। अठाई करोड़ उत्तर बिहार की आबादी है। पटना आपने के लिए कोई जरिया नहीं है। स्टीमर कभी नदी मे रह जाता है कभी दूधर और

कभी उत्तर रह जाता है। जो रोड बिज आप स्टेट गवर्नमेंट की मदद से बना रहे हैं इसको मैं चाहता हूँ कि रेल कम रोड बिज आप बनाएं और अठाई करोड़ आवादी के साथ अन्याय करें। दूसरी स्टेट्स में आप इस तरह का अन्याय आप उत्तर विहार के साथ कर रहे हैं तो नाना प्रकार के हंगामे होते। लेकिन हम लोग ईमानदारी से सेंट्रल गवर्नमेंट के साथ कोश्चेष्ट करते हैं। इसका यह भलबाब नहीं है कि आप हमारे साथ अन्याय करें।

असम मेल जो बरीनी तक जाती है उसको मेल करके आप समस्तीपुर तक ले जाएं ताकि लोगों को सहूलियत हो। राजधानी जो आपरेशनल कामों के लिए मुगलसराय में जा कर रुकती है वहां पर चढ़ने और उत्तरने की महूलियत प्रदान की जानी चाहिये।

सोनपुर में डी एस का दफ्तर था। उसको आपने हटा दिया है। सोनपुर मेन लाइन पर है। वहां पर डी एस का दफ्तर आप फिर खोलें।

टिकट्टैम ट्रैकल ज्यादातर पेसेंजर ट्रेन में होता है। इसलिये उन्हें एक्सप्रेस करें। हम लोग जो उत्तर विहार में हैं उनके लिए आप अधिक से अधिक एक्सप्रेस गाड़ियां दें किट्टिहार से बगहा तक और लखनऊ से बगहा वाया मुजफ्फर पुर गाझी ले जाई जाए। ये एक्सप्रेस ट्रेज हों ताकि उत्तर विहार को देश के दूसरे हिस्सों से जोड़ा जा सके और आने जाने की सुविधा लोगों को प्राप्त हो।

रक्सोल में तीन चार लाख रुपये प्रति एकड़ जमीन बिकती है। वहां लोगों ने जमीन पर कच्छा कर रखा है। उस जमीन को सरकार के कर दूकानें बहाने बनाए।

तो मैं समझता हूँ कि सरकार को हजारों रुपए महीने की आमदानी हो सकती है।

खाने पीने की सुविधायें उपलब्ध करने की ओर आपका विशेष ध्यान जाना चाहिये। जो बैंजीटेरियन है उनको बड़ी तकलीफ का सामना करना पड़ता है। उनके बास्ते आप खाने का इत्तजाम अलग करें और नान-बैंजीटेरियन के लिए अलग करें।

श्री रामकंवर (टोक) : उपाध्यक्ष महोदय, सन् 1973-74 की रेलवे की मांगों के सम्बन्ध में मैं रेल मंत्री महोदय से कुछ निवेदन करना चाहूँगा। आज तो वर्तमान हमारे देश की परिस्थिति बल रही है, अकाल, भूखमरी, अनाज का न होना और बारिश का न होना, जिसे गरीब जनता बहुत बस्त है, उस का कोई ब्याल न रखते हुए भंती महोदय ने तीसरे दर्जे के यात्रियों पर जो भाड़ा बढ़ा दिया है वह किसी तरह भी मुनासिब नहीं है। तीसरे दर्जे के यात्रियों की कठिनाइयों को भंती महोदय कभी अपनी वेषभूषा बदल कर देखते तो आज यह किराया वह उन के ऊपर न बढ़ाते। आज तीसरे दर्जे के यात्री रेल के डिब्बों में भर कर और यहां तक कि बाथरूम में खड़े हो कर अपनी यात्रा पूरी करते हैं। और इस बक्त सारे देश में अकाल की स्थिति होने से गरीब लोग इधर उधर रोजगार के लिए इन रेलवे लाइनों से ज्यादा सफर कर रहे हैं। उन्हीं लोगों के ऊपर इस का ज्यादा भार पड़ेगा। राजस्थान के अखबार में मैंने पढ़ा कि एक महिला जो बिना रोजगार की थी, किसी दूसरे रोजगार वाले स्थान पर जा रही थी। उस स्थान पर पहुँचने के लिए पैसा उस के पास में न होने के कारण रास्ते में ही उस की मृत्यु हो गई। इस तरह की समस्या को देखते हुए मैं निवेदन करूँगा कि तीसरे दर्जे के यात्रियों

[की दल चौबह]

पर जो किराया आपने बढ़ाया है उसे आप वापस ले लें तो गरीब लोगों के लिए और विशेष कर मजदूरों के लिए वह लाभकारी होगा।

आज रेलों में जहाँ भी देखते हैं जगह नहीं मिलती। लेकिन फिर भी छाटे का बजट पेश किया जाता है, यह समझ में नहीं आता है कि आखिर ये पैसे जाते कहा है? मैं मध्य प्रदेश, राजस्थान और महाराष्ट्र इन में चूमा हूँ। अनुसूचित जाति और आदिम जाति के लोगों का आज उच्च जाति के लोगों डारा बड़ा भारी शोषण हो रहा है। उन को प्रोमोशन नहीं दिया जाता है। बहुत काफी योग्य होने पर भी उन्हें इधर उधर भेजा जाता है और अन्य स्थानों पर थोड़े ही दिनों में उनका ट्रासफर कर दिया जाता है। मैं उन का ध्यान इस ओर दिलाऊगा कि वह विशेष रूप से उन की सुरक्षा का ध्यान रखे।

दूसरा निवेदन मैं आपने निर्बाचित क्षेत्र टोक के सम्बन्ध में करना चाहता हूँ। मेरे निर्बाचित क्षेत्र में 5 लाख जनता है और अब इन दो सालों में और भी ज्यादा आवादी बढ़ गई है। एक चर्चे उद्घोग का कारखाना भी वहाँ चालू हो गया है। मैं जब से लोक सभा में आया तब से बराबर टोक की रेलवे लाइन को जोड़ने के लिए प्रार्थना करता आ रहा हूँ लेकिन मर्दी जी ध्यान नहीं दे रहे हैं। टोक एक पिछड़ा क्षेत्र है। पिछड़े इसके में उस को शोषित किया गया है। इसलिए उस में रेलवे लाइन जोड़ना बहुत ही बहुरी है। वहाँ की जनता ये बड़ी नियमान्वयन हो रही है रेल के आधार से और बार बार उस के स्थिर मांग हो रही है। पिछले साल सो लिङ्ग परिषद् की शीर्षिय में जिला कार्यालय से

एक ऐसा अस्ताव पास कर के राजस्थान सरकार को बेच दिया गया है। भारत सरकार को भी यह बेचा गया होता। मर्दी बहुरीय ने अपने बजट भाषण में जो कहा है ऐसे उसे पड़ा है, उन्हें दिल्ली से अहवादावाद की लाइन को छोड़ी से बड़ी लाइन बनाने की बात कही है तो इस का भी उल्लेख होना चाहिए कि यह कितने दिनों में हो जायगा। इस बजल अकाल की स्थिति में वहाँ के लोग बड़े दुर्दी और बेरोजगार हैं। अमर टोक से रेलवे लाइन निकलेंगे तो बोडे खर्च में ही उन गरीब लोगों को काम मिल जाएगा। इसलिए आप टोक से रेलवे लाइन जोड़ने का विशेष प्रबन्ध करे। जब बाबू जगजीवनराम जी रेल मर्दी थे तो वह सुभाष चन्द्र बोस की मूर्ति का अनावरण करने के लिए टाक गए थे। उस समय टोक की जनता ने बाबू जी को टोक में रेलवे लाइन के लिए जापन दिया था और बाबू जी न टोक की जनता को पूरा पूरा आश्वासन दिया था। लेकिन आज तक रेलवे लाइन वहाँ नहीं बिछाई गई।

कोटा से अजमेर के लिए एक रेलवे लाइन बिछाने की स्कीम थी। सन् 1899 में उस पर मिट्टी भी गिर गई थी, कहीं कहीं उस के निशान आज भी दिखाई देते हैं। लेकिन पता नहीं यह रेलवे लाइन क्यों नहीं बनाई गई। महबूब जरूरी लाइन थी और वहाँ काफी दूर तक कोई रेलवे लाइन नहीं है।

एक और रेलवे लाइन कोटा से अजमेर वाया देवली और केकड़ी के लिए सन् 1942 में सर्वे हो कर मिट्टी डाली गई थी। केकड़ी एक बहुत बड़ी मर्दी है और देवली में बर्बरमेट की आवानी है। वहाँ फ्रैटलार्डी भी बस्तर घप हैं। इसलिए यह रेलवे लाइन बहुत ही ज़रूरी है।

जयपुर से टोडा रायसिंह लाइन थाटे में चल रही है। इसका कारण यह है कि कुछ स्टेनलों से रेलवे का स्टाफ उठ लिया गया। वहाँ होता था कि वहाँ के लिए जितने यादी बैठते थे उतने ही अब भी बैठते हैं, लेकिन टिकट काटने वाले कुछ टिकट उन को दे कर बाकी के पैसे अपनी जेव में रखते हैं। मैं निवेदन करूँगा कि वह रेलवे लाइन कुछ दिनों में बन्द हो जायगी। लेकिन इस में वहाँ की जनता का कोई कसूर नहीं है क्योंकि वहाँ ऐसा ही रहा है। इसलिए आप इसकी ओर विशेष रूप से ध्यान दें। जयपुर से टोडा रायसिंह वाली लाइन को कोटा से मिला दे तो उस में घाटा नहीं होगा। दूसरी बात यह है कि कोटा से अजमेर जो लाइन निकलेगी उस में चार जिलों के मजदूरों को काम मिलेगा। कोटा जिले के मजदूरों को, बूदी के, टोक के और अजमेर जिले के मजदूरों और गरीबों को उस से काम मिलेगा। गरीबी खत्म करने के लक्ष्य की भी इस से पूर्ण होगी। अकाल के इस समय में मजदूरों को काम मिलेगा और वहा के लोगों को नहीं रेलवे लाइन मिलेगी। इसलिए मंत्री महोदय इसका अपने वक्तव्य में उल्लेख करें। एक और मेरे क्षेत्र की विशेष समस्या है। पर्वतसर जिला नागीर से किसनगढ़ तक रेलवे लाइन बाजा क्षेत्रगढ़ बहुत ही आवश्यक है। पश्चायत समिति से उसके लिए प्रस्ताव पास होकर जिला परिषद् में लक्ष्य गया है। यक्काने जो जो कीमती वस्त्र अवश्य जरूर और बूकरे स्वामीं की

सप्लाई होने में आज कठिनाई होती है वह कठिनाई इस लाइन को बना देने से दूर जायेगी। इससे कई जिलों में मजदूरों को काम मिलेगा। मेरे निर्वाचित क्षेत्र की इन चार पांच लाइनों पर मन्त्री महोदय विशेष ध्यान देंगे और उनको जन्मी से जल्दी चालू कराएंगे ताकि वहाँ की जनता को काम मिल सके और नहीं तो गाव के गाव खाली हो जाके हैं, चन्द लोग वहाँ रह गये हैं, उनको काम दिलाने की दृष्टि से इन लाइनों के बारे में आप अपने भाषण में अध्ययन उल्लेख करें।

श्री टी०डी० काबले (लाठूर) उपाध्यक्ष महोदय, रेल बजट को हमने नए सिरे से देखा है। रेल भवी नए हैं। उन्होंने नई तरह का बजट इस साल देगा किया है। उन्होंने कोशी की है कि रेलवे में कुछ की मुनाफेगु जाइश रखी जाय। रेलवे हिन्दुस्तान में सबसे बड़ा और सबसे महत्वपूर्ण विभाग है। भारत की सौसूनिक एकता को जोड़ने वाला, यह मकटकाल में साथ देने वाला रक्षा के समय आने वाला, यह सबसे महत्वपूर्ण विभाग है जिस में प्राह्लाद कर्मचारी काम करते हैं और लाखों यात्री रोज़ रेलों से यात्रा करते हैं। लेकिन यह डिपार्टमेंट हमारा घाटे में जा रहा है तो इस घाटे की बजह देखी जाए कि क्या है क्योंकि इसमें हजारों करोड़ रुपये के मुनाफे की गुंजाइश है जो हिन्दुस्तान के भविष्य के निर्माण के काम आ सकता है। घाटे की बजह उन्होंने बताई है कहाँ है कि तोड़फोड़ की कई कारबाइयाँ हो रही हैं जगह जगह होने वाले आद्योतनों का भी परिणाम हुआ है, जोरिया होती हैं बिना टिकट लोग चलते हैं। इस तरह के कई कारण बताए हैं। इनको कैसे

[श्री टी० डी० कार्ले]

दूर किया जाए इसको मत्री महोदय सोचें तो ज्यादा अच्छा होगा। चोरी का मान बाजार में बेचा जाता है। मैं चाहता हूँ कि जो माल आइगा किया जाता है उस को आवश्यन न किया जाय बल्कि उस को गलाकर लोहा बनवा दिया जाय। इस से यह नाम होगा कि चोरी का जो माल बाजार में बिकने जाएगा उसे सरलता से पकड़ा जा सकता है।

माल को रेल द्वारा भेजने के लिए अब लोग कम शाने हैं। रेल द्वारा भेजने में काच का सामान बिजली का सामान ढूँट जाता है। इस कारण लाग रेल द्वारा भेजने की हिम्मत नहीं करते हैं। सारा माल ट्रक और रोडवेज से जाता है और रेलवे को बहुत धाटा होता है। अगर मान की मुरक्खा की व्यवस्था कर दी जाय तो रेल द्वारा ज्यादा माल भेजने के लिए मिल सकता है और इससे रेलवे को मुनाफा हो सकता है।

तोसरो चौजा—आप ने अपने भाषण में कहा है कि जो पिछड़े हुए क्षेत्र हैं उनको प्रोत्साहन देने के लिए नई नई लाइनों का सर्वेक्षण किया जा रहा है। आप ने पैरा 43 में बताया है कि आप ने कुछ ऐसी रेलवे लाइनों का सर्वेक्षण आरम्भ किया है जिस में कुछ पिछड़े हुए क्षेत्रों का विकास हो सकेगा। यह बहुत अच्छा प्रयास है बरना रेलवे बोर्ड तो हमेशा यह सोचता रहता है कि जहाँ पर उद्योग धन्वे हैं माल मिल सकता है प्रगति की ज्यादा आशा उन को वही पर नज़र आती है वही पर रेलवे लाइने बिलाई जाती है। उपाध्यक्ष महोदय यह एक ऐसा विषम चक्र है कि जहाँ प्रगति नहीं होती वहाँ रेलवे लाइन नहीं जाती है और जहाँ रेल लाइन नहीं जाती है वहाँ प्रगति नहीं होती। इस लिए आप के इस प्रयास लिए मैं धन्यवाद देता हूँ।

आप ने इन पिछड़े इलाकों के लिए-खास कर महाराष्ट्र के लिए चार लाइने इस में दी हैं। मैं इस अवसर पर प्रधान मत्री जी को विशेष रूप से धन्यवाद देता हूँ जिन्होंने उस इलाके को देखा जो आज सूखे से पीड़ित है। आज इस योजना से हजारों-लाखों लोगों को रोजी मिल रही है। अगर यह काम न होना तो लोग भूखे रहते। लेकिन मैं यह निवेदन करना चाहता हूँ कि यह टम्प्रेरी न रहे बल्कि स्थायी रूप में चले।

से प्रधान मत्री जी और मत्री महोदय को पुन धन्यवाद देता हूँ—जिन चार लाइनों की आपने घोषणा की है उनमें उस पिछड़े हुए क्षेत्र का विकास होगा और ताल-मेल की दृष्टि से उस एरिया को आगे बढ़ने का मौका मिलेगा। आप ने जिन लाइनों का जिक्र किया है—वे हैं—

1. बनी-चनाका लाइन

2. मनमाड से पुर्ली वैजनाथ—मीटर लाइन का बड़ी लाइन में बदलाव।

3. मिरज में लटूर-छोटी लाइन का बड़ी लाइन में बदलाव।

4. मैगनूर—ग्राण्टा लाइन।

ये चारों लाइन ऐसे क्षेत्र में गुजरेगी जो बहुत बैकर्ड हैं। आज यदि आप नक्शे पर देखें तो उत्तरी हिन्दुस्तान और दक्षिणी हिन्दुस्तान के कुछ हिस्सों में बहुत लाइन नज़र आयेंगी उन्हीं क्षेत्रों में आज प्रगति नज़र आती है लेकिन जो क्षेत्र हिन्दुस्तान के बीच ये हैं जैसे मध्य प्रदेश का हिस्सा, मराठवाडा का हिस्सा, तेलगाना का हिस्सा, राजस्थान का हिस्सा इन से बहुत कम लाइन हैं और इसी लिए ये क्षेत्र पिछड़े नज़र आते हैं। इन क्षेत्रों से लाइनों का बिलाना बहुत ज़रूरी है। इस लिए

आप ने जिन चार लाइनों का काम अपने हाथ में लिया है यह बहुत अच्छा काम है। लेकिन इस में कुछ स्पष्टीकरण की आवश्यकता है।

जब प्रधान मंत्री जी हमारे इलाके में आई थी और उन्होंने वहाँ के सूखा प्रस्त क्षेत्रों को देख कर इन लाइनों की स्वीकृति दी तो हमारे कुछ माननीय सदस्य कल कहने लगे ये कि ये लाइन गिफ्ट में दी गई हैं। मैं आप से निवेदन करना चाहता हूँ कि हमारी यह मांग आज की मांग नहीं है 20 सालों से हम इन लाइनों की मांग करते रहे हैं और 1962 जब से मैं इस सदन में आया हूँ। बराबर इन लाइनों की मांग करता रहा हूँ। इस लिए बहुत दिनों की मांग के बाद ये लाइन इस पिछड़े क्षेत्र को मिल रही हैं। लेकिन इस में कुछ स्पष्टीकरण की आवश्यकता है—कुछ दिन हुए महाराष्ट्र के मुख्य मंत्री जी ने कहा था कि मनमाड से मुदखड़े लाइन दी जाने वाली हैं लेकिन इस में उस का विक्र किया गया है। इस में तो मनमाड को पुर्ण तक जोड़ने के लिए कहा गया है क्या बजह है कि मुदखड़े तक जोड़ने की स्वीकृति नहीं दी गई है। इस लाइन को क्यों कम किया गया है? नान्देड़ के लोगों की बहुत दिनों से मांग है कि चाड़नेज किया जाय इस लाइन के देने से आगे के बढ़ कर आदिलाबाद से आगे की बड़ी लाइन से जोड़ा जा सकता है।

मिरज से लट्टूर की लाइन 100 साल पुरानी है जो बहुत लिकम्ही हो गई है। उस को बदलने के लिए हम बहुत दिनों से कहते आ रहे हैं। आप ने इस की लिया है, यह बहुत अच्छा काम किया है, लेकिन इस को लट्टूर रोड तक जोड़ा जाना चाहिए। आप के इस बधान में कहा गया है कि इस लाइन पर मिट्टी ढालने की स्वीकृति दी गई है, मैं चाहता हूँ कि इस को लट्टूर

रोड तक ले जाया जाय, जिस में केवल 20] भील का अन्तर है। इस के जोड़ देने से हैदराबाद के लिए नया रास्ता खुल जाता है। इस बक्तव्य में यह भी स्पष्ट नहीं किया गया है कि ये लाइनें कब तक पूरी होगी। इन लाइनों के सम्बन्ध में बक्तव्य में केवल इतना कहा गया है—

“वानी से बनाका तक बड़ी लाइन के निर्माण और मनमाड से पुरबी बैजनाथ तक की भीटर लाइन के अभान [परिवर्तन की भंजूरी दी दी है। इन] दोनों परियोजनाओं पर मिट्टी सम्बन्धी काम तत्काल शुरू कर दिया जायगा। जहाँ तक [महाराष्ट्र की अन्य दो परियोजनाओं का सम्बन्ध है उन पर साधनों की उपलब्धता, पांचवीं योजना में संभावित यातायात] की दुलाई सम्बन्धी आवश्यकताओं और [विकास सम्बन्धी ऐसे निर्माण कार्यों की पारस्परिक प्रपत्ता] के आधार पर विचार किया जा रहा है।”

मैं जानना चाहता हूँ कि यह काम कब तक पूरा होगा। जो [काम आप ने अपने हाथ में लिया है, उसको पूरा कीजिए, कब करने वाले हैं इस का आश्वासन दीजिए ताकि निश्चित रूप से वह काम पूरा हो सके।

मराठबाड़ा एक बैकवर्ड एरिया है—यह बात मैं ही नहीं कहता हूँ बल्कि बहुत से लोग जो सर्वेक्षण लिए वहाँ गये उन्होंने भी कहा है कि मराठबाड़ा के पांच बिले बहुत बैकवर्ड हैं—इसलिए वहाँ पर रेलवे लाइन का होना बहुत चहरी है। इस के दो बिले तो ऐसे हैं जहाँ लोगों ने रेल देकी ही नहीं है। बीड़ और उसमालाबाद में तो किसी भी रेल लाइन का प्रबन्ध नहीं है। मराठबाड़ा विकास योजना समिति ने यह मांग रखी थी कि भोपालमुर से मनमाड को बड़ी लाइन से

[श्री टी० डी० काम्बेल]

जोडा जाय। मराठवाडा मे जो रेल लाइन है उस को एक दूसरे से जोडने से पूरा क्षेत्र रेल लाइन मे आ जायगा और उस को आगे बढ़ने का मीका मिलेगा।

एक नई रेलवे लाइन बनने जा रही है—
शायद उस का सबक्षण हो चुका है या हो रहा है जो दक्षिण और उत्तर को जोड़ेगी। कन्याकुमारी से बगलौर, बगलौर से गुलबर्गा, गुलबर्गा से उदगीर उदगीर से नान्देड, नान्देड से अमरावती, अमरावती से वेतूल को बड़ी लाइन से जोडा दिया जायगा, इस से 60 किलोमीटर की बड़ी हा जायगी तथा 20 घण्टे बच जायेगे। इस लाइन को शीघ्र से शीघ्र पूरा किया जाना चाहिए।

रेलवे बोर्ड प्राय ऐसे कामो मे बीच मे आ जाता है। मुझे उस के चयरमैन या किसी व्यक्ति के विरुद्ध कुछ नही कहना है, लेकिन यह बात सत्य है कि रेलवे बोर्ड बीच मे आता है। इस बोर्ड का वितना अधिकार है तथा रेल मवान्य का वितना अधिकार है, कुछ समझ म नही आता है। जब जब हम कोई डिमाण्ड करते हैं, रेलवे बोर्ड से उत्तर आ जाता है कि उहोने मन्जूरी नही दी है। यह इतना पावरफुल बोर्ड है कि मवान्य उस के कामो मे हस्ताक्षेप नही कर सकता। उन के रूल्ज अप्रेजो के जमाने के है। मुझे डर इस बात का है कि कही तेलगाना के मुल्की रूल्ज जैसी हालत पैदा न हो जाय।

अब मैं अपने निर्बाचित क्षेत्र की एक बात कह कर समाप्त करता हू। परली-बीदल-विकाशवाद लाइन बाड गेज लाइन है जो मेरे क्षेत्र से गुजरती है। उस की व्यवस्था इतदी अस्त-व्यस्त है कि उस को देखना बहुत ज़हरी है। वहां पर 10 किलोमीटर की रफ्तार से गाड़ी चलती है

तथा उदगीर से हैदराबाद को जाती है। मोटर द्वारा जाने मे बार घण्टे लगते है लेकिन रेल द्वारा जाने मे 10 घण्टे लगते है, इस लिए कोई भी रेल से जाना पसन्द नही करता। यही कारण है कि रेलवे को इस मे बाटा होता है। दूटे फूटे इन्जिन टूटे फूटे डिब्बे उस मे लगाये जाते है। मैं मवी महोदय से अनुरोध करना चाहता हू कि बीड से परनी तक की लाइन को चैक किया जाय —कितने लोग इस मे बिना टिकट चलते है, कितनी बार जजीर खीची जाती है लेकिन काई पकड़ने वाला नही है। मुझे परसा दिली आन के लिए लातूर रोड पर रुकना पड़ा गाड़ी तीन घे लेट हो गई। फिर वहां से बापस हैदरगाबाद जाना पड़ा। मैं चाहता हू कि इस चीज की तरफ आप देख।

इन शब्दो ने साय मे रह वजट का समयन बरता हू।

श्री सरजू पांडे (गाजीपुर)
उपाध्यक्ष जी मे अपना मायण उद्दू के एक शेर से शुरू करना चाहता हू। एक उद्दू के शायर ने लिखा है

खुश हुए थे तोडकर अपने कफस की
तीलिया,

हाय वर्हे रह गय टटे हुए पर देख
कर।

1971 मे चुनाव के बाद हमने सोचा था कि हमारे देश मे जो वजट आयेगा उसमे कुछ नयी बात होगी। (व्यवधान) आपने जो अच्छे काम किए है उनको हमने सपोर्ट किया है और आज भी अच्छे काम को सपोर्ट करते हैं। लेकिन हमे अफसोस है रेलवे वजट जो आया है उसमे कोई नयी बात नही है। इस रेलवे वजट मे हिन्दुस्तान की करोड़ो करोड़ गरीब जनता के सिए

कोई व्यवस्था नहीं है उल्टे उनके किराए बढ़ाए गए हैं। यही नहीं, इस बजट में उन करोड़ों लोगों के लिए कोई व्यवस्था नहीं की गई है जो कि पटरियों पर और छतों पर बैठ कर चलते हैं, नाना प्रकार से जिनकी दुर्दशा होती है। इसमें यह भी नहीं कहा गया है कि करोड़ों लोग जो रेलवे में काम करते हैं, मुख्य रूप से छोटे कर्मचारी जिनकी दशा बड़ी दयनीय है उनके लिए कोई प्राविधान किया जायेगा। किस प्रकार से मालूम हो कि यह एक नया बजट है। किसी मामले में भी इस बजट से यह नहीं मालूम हो रहा है कि जो पुराने बजट होते थे उनसे इसमें कोई भिन्नता है। इस बजट में भ्रष्टाचार मिटाने का कोई प्रोग्राम नहीं है और न इस बजट के प्राने से यही पता चलता है कि रेलवे में कुछ नयी सुविधायें दी जायेंगी। इस बजट में कुछ नयी रेल लाइनों का जिक्र किया गया है लेकिन देश के जिस भाग में हम रहते हैं, बिहार और पूर्वी उत्तर प्रदेश का हिस्सा, वहाँ के लिए एक भी बड़ी लाइन रेलवे का प्राविधान नहीं किया गया है। उसी तरह से पश्चिम में शाहदरा-सहारनपुर, एस एस लाइट रेलवे के बारे में यहाँ पर बहुत शार कहा गया, कांग्रेस के मेम्बरों ने भी कहा लेकिन उसके लिए, भी कोई व्यवस्था नहीं की गई है। रेलवे बोर्ड जो एक सफेद हाथी आपने बांध रखा है वह आपको खा जायेगा और इस मुल्क को खा जायेगा। मैं रेलवे बोर्ड के मेम्बर श्री वेरी जॉकियहाँ पर बैठे हुए हैं, पर एलिगेशन लगाना चाहता हूँ और अबर कहा जाये तो बता सकता हूँ कि किस कदर भ्रष्टाचार किया है लेकिन उन के ऊपर कोई इंकायरी नहीं हुई।

MR. DEPUTY-SPEAKER: It is not a parliamentary procedure to mention the name of any individual here.

श्री सरजू पांडे : यह हमारा हक है कि जो बात हम को मालूम है उस को यहाँ पर कहें।

MR. DEPUTY-SPEAKER: I am only pointing out to the parliamentary procedure.

श्री सरजू पांडे : सारे के सारे रेलवे बोर्ड के मेम्बर यहाँ बैठे हुए हैं, इस देश में कोई भी काम नहीं करना चाहता और ये सैलून लेकर व्याह करने जाते हैं। एक तरफ इस देश के करोड़ों आदमी भूखों मरते हैं और दूसरी तरफ इस देश के यह मगरमच्छ पूरे देश को खा रहे हैं। समझ में नहीं आता रेलवे बोर्ड को क्या काम है। तमाम जनरल मैनेजर इस माल दिल्ली में एक प्राइवेट फंक्शन में आए थे परन्तु उन लोगों ने टी० ए०, डी० ए०, चार्ज किया। यह कन्वेन्शन कमेटी की रिपोर्ट है जिस में कहा गया है कि बड़ा भ्रष्टाचार है। पिछले मिनिस्टर श्री हनुमतेया साहब ने कहा था कि आप लोग हमारी इस में मदद कीजिए। जिन चौरियों को पकड़ कर दिया गया उसमें उल्टे उन लोगों की सजा हो गई जिन्होंने उन को बताया था। गोरखपुर के डी० एम० ने पूरी मोटर की भरम्मत कानपुर लोको शेड में कराई। और उसे 10 रुपये में बुक कराकर गोरखपुर ले जाना चाहते थे। एक एम्लाई ने बुक करने से इन्कार कर दिया तो उसको निकाल दिया और आज वह पागलखाने में बन्द है। वह बेचारा पागल ही हो गया। रेलवे बोर्ड में ऐसे चोरों को छिपाने के लिए अफसर बैठे हुए हैं। यह कहते हैं खचा बढ़ गया है इसलिए किराया बढ़ाने की जरूरत है। पैसा लेकर उन अफसरों के लिए नाचबर बनाए जाते हैं। गोरखपुर में भी नाचबर बना हुआ है। वहाँ पर रेलवे के जर्बे पर बड़े बड़े मेले लगते हैं, उस बैंड डान्स किया जाता है तमाम युवियों और भर की झीरतों को जमा

[श्री सरलू पांडे]

करके . (व्यवधान) .. मैं अष्टावार की एक भिसाल देना चाहूँगा । ..
 (व्यवधान) ..
 इन्होंने रेलवे में किसी की जान की रक्षा नहीं की । रेलगाड़ी में आप सफर करते हैं तो आप कहा मारे जायें इसक का कोई छिकाना नहीं है । यह कहते हैं यह तो स्टेट की जिम्मेदारी है और स्टेट गवर्नरेट कहती है कि यह सेन्टर की जिम्मेदारी है । इन दोनों के बचकर मेरे बेचारे इन्हान मारे जाते हैं । औरतों की इज्जत तक सुरक्षित नहीं है । मुझे मालूम है बहुत सारे स्टेशन पर, जो बेचारी लड़किया सफर करती हैं उन के साथ दुर्घटनाहार किया गया है । आज कोई भला आदमी रेलवे से चल नहीं सकता है और कोई आपारी अपना माल रेलवे से बुक कराना नहीं चाहता है । बुक करते हैं आम, तो निकलते हैं पत्तर । इस सदन के सदस्यों को भी इस बात का तजुब्बा है कि आम बुक हुए लेकिन जब वहां पहुँचे तो पता चला कि महादेव जी की पिंडी है । कोई भी नहीं कह सकता कि रेलवे से जितना माल बुक कराया जाता है वह पहुँचेगा भी या नहीं ।

मिथा जी ने राज्य सभा में जाकर कहा कि हम मैनेजरेट में वर्कसे को पार्टिनेशन दिया है लेकिन तिक्त दो आदमियों का पार्टिनेशन हुआ है, ए० पी० शर्मा का और गुरु जी का । यह दोनों जिन यूनियनों के प्रतिनिधि हैं वह दोनों चापलूस यूनियन हैं । अम्बल महोदय, आप को जानकर ताज्जुब होगा कि रेलवे के अधिकारी लोक सभा के मेल्डरो से बातचीत करते से भी इनकार करते हैं और कहते हैं कि आपकी रिक्माइड यूनियन नहीं है । गोरखपुर के जनरल मैनेजर ने बुक से भिसले से इनकार कर दिया और बात करते से इनकार कर दिया । इन लोगों ने डाय-

रेक्षण दे रखी है कि किसी भी आदमी से भत बात करो जिसकी रिक्माइड यूनियन नहीं है । लेकिन रिक्माइड करने से कोई यूनियन रिक्माइड होगी । गोरखपुर में रिक्माइड यूनियन के जो पदाधिकारी हैं वह अफसरों की चापलूसी करते हैं, उन को बूस देते हैं, और इसलिए उस का कभी ट्रान्कर नहीं होता । पदाधिकारी बनाने के लिए बाकायदा पैसा लेती हैं यूनियने । दफ्तर में उनका नाम लिखा रहता है और शहर में दवा बेचते हैं । बोर्ड के अफसरों ने डायरेक्शन दे रखा है कि किसी से भत भिसलो तो फिर हम प्रिजेन्टेटिव कैसे भिसल सकते हैं? हम कहते हैं कि भत किसी यूनियन को रिक्माइड कीजिए लेकिन जो आपके यहा भिसले आये उस से बात तो कीजिए । जो भी रेलवे कर्मचारी पासबान जनरल मैनेजर को रिप्रेजेन्टेशन देने गए तो जनरल मैनेजर ने रिप्रेजेन्टेशन लेने से इन्कार कर दिया और इस अपराध में उन्हे नौकरी से निकाल दिया गया है । मैं कहता हूँ रेलवे बोर्ड के अगरमच्छ जो हैं वही सब से ज्यादा इस देश में लूट और करपान का अद्भुत बने हुए हैं । शास्त्रीजी यहा बैठे हैं, यह रेलवे कन्वेन्शन कमेटी की रिपोर्ट है इस को पढ़कर देखें कि जोरी के अड्डे कहा कहा हैं । ईस्टर्न रेलवे में मुगलसराय, आसनसोल, अंडाल—यह सब रिपोर्ट में लिखा हुआ है । इसी प्रकार से नार्थ ईस्टर्न रेलवे में गरहरा है । शास्त्री जी हैं, एक रेलवे अफसर को जोरी का माल ले जाते हुए विरप्तार किया लेकिन उसके लिखाफ कोई कार्यबाही नहीं हुई बल्कि वे लोद निकाल दिए गए जिन्होंने सूचना दी थी । किर वह जोरिया बद कैसे हो सकती हैं? इस रेलवे में कितना अष्टावार भवा रखा है उसका साठ विवरण इस में दिया हुआ है— मैं उसको बताना नहीं चाहता हूँ ।

कल आजाद जी ने रेलवे प्रोटेक्शन फोर्स का यहां पर जिक किया । 12 लाख रुपया खर्च हो रहा है लेकिन इसके फांशन क्या है... (व्यवधान) .. हां ठीक है, बीस करोड़ रुपया खर्च होता है । सिवाय चोरों की मदद करने के और उनका काम नहीं है । जिन्होंने चोरिया पकड़ने की हिम्मत भी की उनको ट्रांसफर कर दिया गया, उनको सजाये दी गई और मुअत्तल कर दिया गया । भला अष्टाचार कैसे बन्द हो सकता है ? मंत्री जी ने इस को खुद एडमिट किया है ।

आपको जानकर ताज्जुब होगा कि गोरखपुर एजेंटनगर में जो रेलवे के कारखाने हैं वहां पर 12-12 साल से जो स्किल्ड लेवर काम करते हैं उन को अन-स्किड लेवर की तनखाह दी जाती है । काढ़र का रेव्यू नहीं हुआ, उन के प्रमोशन नहीं होते । लगातार आज 6 महीने से टूल डाउन स्ट्राइक चल रही है । मैंने मंत्री जी से कहा, शफी साहब से कहा कि इस में इन्टरवीन कीजिए लेकिन कुछ नहीं हो रहा है । सारा प्रोडक्शन गिर कर आपकी रेलवे का नुकसान हो रहा है । यही नहीं आपको जानकर ताज्जुब होगा कि सियालदा स्टेशन से जो इलेक्ट्रिक ट्रेन चलती है वह बुरी दशा में आज भी वह पढ़ी हुई है कारखाने में, लगातार कहा गया है मरम्मत करानी चाहिए लेकिन आज तक मरम्मत नहीं हुई । मंत्री जी बड़ी बड़ी बातें करते हैं बड़े रेल मंत्री जी सदन में अभी नहीं हैं । वह नये आदमी हैं, मैं समझता हूँ शायद कुछ करेंगे लेकिन विश्वास नहीं होता कि कुछ कर सकेंगे मान्यवर आज भी, आप को जानकर ताज्जुब होगा कि नार्थ इस्टने रेलवे में ऐसी यूनियन रिक्मनाइज़ड की है जि सका रजिस्ट्रेशन नहीं है, और रेलवे खोड़े के एक भेवर साहब जो पूरी दौलत धैरेल कर बैठे हैं वह कहते हैं कि

हम तो एक सेट आफ बक्सें को ढील करने के लिये यहां बैठे हैं । जिस के पीछे एक आदमी नहीं है ऐसी यूनियन वह रिक्मनाइज़ड कर बैठे हैं । उन्होंने उड़ीसा से एक लाइन बनलाई गई 9 करोड़ रुपये के ठेके को 15 करोड़ 80 का किया गया, ठेकेदार ने मुकदमा किया, और जब केस आदालत में पढ़चा तो उस इंस्पेक्टर जिसने इन की चोरी बतायी थी उस को इस्तीफ़ा दिला दिया गया ताकि महोदय की चोरी का पता न लगे । जब ऐसे अधिकारी आप के यहां मोजूद हैं, कैसे देश का भला होगा ।

माननीय रेल मंत्री जी कहते हैं कि तीसरे दर्जे का किराया थोड़ा ही बढ़ा है, जब इस देश की 20, 22 करोड़ जनता की आमदानी 20 लाख है उस पर थोड़ा बढ़ाने का कोई नैतिक अधिकार सरकार को नहीं है । आप थोड़ा बढ़ाइये, जनता ने भी अपना रास्ता निकाल लिया है, सारे के सारे बिना टिकट चलेंगे, टी० टी० लोगों की हिम्मत नहीं जो उन से टिकट के बारे में पूछ सके, ऐसी भरम्मत करते हैं कि तबियत हरी हो जाती है । तो ऐसे नियम बनाने से क्या फ़ायदा बिन का कोई इम्पलिमेंटेशन नहीं होता । मैं पूछता हूँ कि एपर कंडीशन गाड़ियों की क्या जरूरत है जब कि उन का किराया हवाई जहाज के बराबर है ? जिस के पास पैसा है वह हवाई जहाज से जायगा । क्या जरूरत कि बड़ास से ले कर दिल्ली तक बींचा जाय पागर की तरह से । कौन उस गाड़ी में बैठेगा ? जितने आदमी इस देश में रेल से सफर करते हैं पहले आप उन को तीसरे दर्जे दिल्ले दीजिए ताकि आराम से सफर सकें, उस के बाद अगर पैसा बचे तो एपर कंडीशन गाड़ियां बनाइये

श्री सरजू पाण्डे

अब जब आप ने एयर कडीशन्ड गाडियों का किराया हवाई जहाज के बगाबर कर दिया है तो कौन आदमी उस में जायेगा? अगर आप को एयर कडीशन्ड बनानी है तो यह ब्लास के बाद बनाइये ताकि करोड़ों लोगों को सफर करने के लिए जगह मिल मिले। लेकिन यहाँ उल्टी बात हा नहीं है। कुछ पौलीसी निर्धारित कीजिये।

ममाजवाद रट न से नहीं आयेगा, और अब तो इतना बदनाम कर दिया ममाजवाद को कि इस के नाम से ही बू आने लगी है लोगों को। जहा आपन हाथ रखा उस को आग लग जानी है। सामाजवाद का पहला क्राइस्टरिया यह है कि रेलवे बोर्ड को अबालिश किया जाय और बडे बडे अधिकारियों की तनखावाह घटायें। एक तरफ आप के यहा 60 हूँ का कर्मचारी है और दूसरी तरफ रेलवे बोर्ड के मैम्बरगन को 3,500 हूँ माहवार तनखाव मिलती है। हम को तो जीवन में एक बार भी इतना रुपया मिल जाय तो जिन्दगी भर उस को गिनते ही रहे। इन लोगों को सलून की सुविधा, आफिस फी, भोजन फी, सारी दूनिया के आनन्द यह लोग लूटते हैं मुझकरते रहते हैं। अगर आप इस बारे में कोई कदम नहीं उठायेंगे तो देश आप को माफ नहीं करेगा। अगर रेलवे बोर्ड का एटीट्रेड नहीं बदला, अगर कर्मचारियों के साथ अन्याय करते रहे तो इन के खिलाफ विराट आन्दोलन होगा और इन की सारी की मारी बदमाशिया बन्द कर दी जायेगी। इसलिए आप इन में कहिए यह मुल्क समाजवादी आशाओं का है यहा गरीब लोग रहते हैं इस लिए अपना रवैया बदलो। व्यूरोकेटिक तरीका न रखें कि कोई मिलने चला जाये तो मिलते नहीं और कहते हैं कि आप रिक्मनाइज यूनियन की तरफ से नहीं आये इस लिए हम नहीं मिलेंगे। अगर इन अधिकारियों का रवैया नहीं बदला गया तो यह अफसर आप को खा

डालेगे। आप की नीयत चाहे कितनी अच्छी हो मगर अफसर इरादा कर के बैठे हैं, वह बहस करते हैं, हम लोगों से कहते हैं कि सोशलिज्म बोगस है। आप कानून बनाते हो कि ईमानदार रहो लेकिन यह खुले आम कहते हैं कि मिनिस्टर घूस लेते हैं उन को हम क्यों नहीं कहते। हमारी जबान बन्द हो जाती है। तो आप अपनी व्यूरोकेस्टी को समझाइये और मेहरबानी कर के तीसरे दर्जे का किराया बढ़ाने का कोई भारत जस्टीफिकेशन नहीं है क्यों कि उन को आप कोई सुविधा नहीं देने। इस लिए इस को बापस लीजिये।

कल एक मैम्बर ने कहा कि टी०टी० रनिंग स्टाफ में नहीं है। गार्ड रनिंग स्टाफ में शामिल है, ड्राइवर शामिल है लेकिन टी०टी० नहीं है। क्या लौजिक है इस के पीछे, समझ में नहीं आता। उस को आप रनिंग स्टाफ में क्यों नहीं मानते।

जहा यूनियन बिजनेस का सबाल है मेरा निवेदन है कि या तो आप यूनियन के लिए कानून बना दीजिए, सीक्रेट बैलट कगड़ये और जिस को अधिक समर्थन जिने उस को आप रिक्मनाइज कीजिये। अगर नहीं मानना है तो किसी भी यूनियन को रिक्मनाइज नहीं करिये ताकि यूनियन के नाम पर जो भ्रष्टाचार फैला हुआ है वह बन्द हो सके। या तो आप सब को डी-रिक्मनाइज कीजिये, या फिर सीक्रेट बैलट चलाइये और जिस के पीछे मजदूर हो उस यूनियन को रिक्मनाइज कीजिये।

मैंने स्टाफ मैम्बर के बारे में यहां कहा है, मैं किसी का नाम नहीं ले रहा हूँ, मगर मैं कहता चाहता हूँ कि मैंने लिख कर भी दिया लेकिन आज तक एक आदमी की इनकावायरी नहीं हुई। अगर यहीं लिख कर आ जाता कि आप ने जो चार्ज लगाये थे वह मार्गत नहीं हो सके तो भी मुझे संतोष होता। लेकिन कोई कार्यवाही उस पर नहीं हुई।

MR DEPUTY SPEAKER: You may pass on the name to Minister.

श्री सरजू पांडे अगर मती महोदय हमारे जवाब नहीं देते तो हम नया बरे। मैंने लिख कर दिया लेकिन किसी एक आदमी की इनकावायरी नहीं हुई। मैं इन के ऊपर कलीयर एनीगेशन लगाता हु कि यह जो बोर्ड के मेम्बर हैं द्रासफर तक मैं पैमे जेते हैं मेरे पास इस का सबूत है और कहिये तो मैं लिख कर दूँ।

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): The hon. Member has made a serious allegation. He has said that he has got proof for saying this, that the Members of the Railways Board are taking money for transfers. I would like the hon. Member to substantiate this allegation by passing on the information which he has with him.

MR. DEPUTY-SPEAKER: That is what I say. You pass it on.

SHRI MOHD. SHAFI QURESHI: If it is not proved, he should withdraw it.

MR. DEPUTY-SPEAKER: You may pass on the information to the Minister

SHRI SARJOO PANDEY: I will do it.

MR. DEPUTY-SPEAKER: Please try to conclude.

श्री सरजू पांडे : जो आप ने सबूत देने की बात कही है, मैं सारी करस्पोंडेंस ला कर पढ़ दूगा, कहिए तो आपको भेज दूगा। चार बार लखनऊ में बगलो की समर्पण हुई, झूठे पैसे बसूल किये गये और गलत बिल बनाये गये। यह भी सबूत दूगा। मेरी आप से कोई दुर्घटना नहीं है, जो भी मैं कह रहा हूँ नेक इरादे से कह रहा हूँ। मेरा निवेदन है कि आप इन व्यूरोफ्रेसी को ठीक कीजिये।

बिहार में नागर्यणी नदी पर एक पुल था जो टट गया है और आज तक वह पुल नहीं बना मेरी मांग है कि उस को बनाया जाय। और रिकम्हीशन बिजनेसको समाप्त किया जाय। या तो मब को रिकम्हाइज कीजिये या फिर किसी को नहीं। और सीक्रेट बैलट से तय कीजिये कि किस यूनियन का बहुमत है।

अन्त में मैं निवेदन करूँगा कि देश के लिए, तमाम रेलवे की भलाई के लिए आपने अधिकारियों का रवैया बदलिये। दूसरे बरेली और इज्जतनगर में टूल डाउन स्ट्राइक चल रही है, कर्मचारियों का जो हैरासमेत हो रहा है उस को बन्द कराइये और उन काड़र रिव्य करा दीजिये, हम आप का समर्थन करेंगे। जो भ्रष्टाचार फैला हुआ है उस को बन्द कीजिये नहीं तो देश की जनता आफ नहीं करेगी और रेलवे बोर्ड के सारे अफसरान को दुर्स्त कर के रख देगी।

अन्त में मैं एक शेर कह कर अपना भाषण समाप्त करता हूँ :

मैम्बर पर आ गई है बटा,
शेख अब तो पी, ईमान लौट आयेगा,
मौसम न आयेगा।

[बो सरकू धार्षे]

यह देशा नहीं होगी चाहिए। आप देश की सेवा कीजिय तभी आप का और देश का भला होगा।

SHRI K GOPAL (Karur) Mr Deputy-Speaker, Sir, I rise to welcome the Budget which has been presented by the hon Railway Minister. I really congratulate him, for, he has not touched the essential commodities like foodgrains, pulses, salt and kerosene, even though the current losses are estimated to be of the order of Rs 26 crores.

There were certain criticisms. This is bound to be so because there are some who just want to criticise for the sake of criticising the Government. We need not take a serious notice of it.

My hon friend Shri Tha Kiruttinan from the DMK while he expressed his views on the budget had tried hard to pick up some bombastic words to describe it. I only wish that he could have said that this budget was like the budget presented by the Chief Minister of Madras in the Tamil Nadu Assembly last month.

My hon friend Shri Hukam Chand Kachwai had levelled certain criticisms against the Chairman of the Railway Board, Shri Bahga. He said that his son was employed in the Birlas. I only wish

MR DEPUTY-SPEAKER I would request the hon Member to bear one thing in mind. I am trying to point out the parliamentary procedure. Let us not bring this House to the level of mentioning officers. He may mention the cases, but let him not mention names. It is not that we are doing a disservice to the officers, but we should not bring down the dignity of the House.

SHRI K GOPAL Coming to the criticism regarding the rise in third class fares, I would only say that it is rather unfounded because hon Members who had levelled this criticism, if only they had gone through

the budget more carefully, would have found that the rise was rather negligible. For, from Delhi to Lucknow, the rise is going to be only 30p between New Delhi and Bhopal 60p between Delhi and Patna 70p, and between Delhi and Nagpur 75p and so on. On only one thing, I would agree with them because the hon Minister had said that an amount of Rs 1.50 will be charged extra on super-express trains like the GT Express whereas on trains like the Janata Express the fares have been kept at the same level. Even though the fare has been put up by Rs 1.50 in the case of the superfast trains, the Janata Express takes 12 hours more in transit time and arrives at an odd time and so the passengers have to incur more expenditure on food and even on transport from the station at that dead hour. So I would have welcomed if the Janata Express trains had been treated as fast passenger trains. That is the only submission that I would like to make regarding third class.

There is power cut in our country, and I only wish that the railways with their plans to electrify most of the long distance trains in the near future have their own generating system for the railways.

Regarding the availability of wagons, demand and supply are not balancing. This needs long-term planning, and I am sure the Railway Board will prepare accordingly.

As regards goods traffic, since road transport is a potential danger to rail transport we shall have to go into the basic problem behind this. When we book goods by the railways, we should see what time is taken by the railways, as compared with what time is taken by road transport; further, we shall also have to consider the safe-delivery factor involved in rail transport as compared with road transport. If we want to attract goods from road transport to rail transport, then the railways will have to offer a lot of incentives. When they accept goods for booking, they should

say that within so many days, the goods would be delivered at the destination, and if not, they would give a rebate. I do not know how far this will be workable, but this is one of the suggestions to attract the people who are using road transport to rail transport.

Coming to ticketless travel, this is a phenomenon which cannot be solved only by having more checking staff. It is a social phenomenon and also a social problem. Overcrowding and the poor facilities that we are affording to the ordinary low class passengers account for this. In 1968-69, the loss on this account has been estimated at Rs. 20 to 25 crores, representing about 10 per cent of the total revenue earned by passenger traffic, and in 1971-72, the loss is put at Rs. 12 crores, which represents three to four per cent of the revenues earned from passenger traffic. I think that this figure is arbitrary and the loss will be much more. To have ticketless travelling checked effectively, we shall have to increase the number of trains, and we shall have to see that overcrowding is not there. This is the only way by which ticketless travel can be avoided.

Coming to thefts and pilferages, the Railway Protection Force, on which we are incurring about Rs. 12 crores, has been described by many as Railway Pilferage Force. You will have to streamline the entire force. The increase in the number of thefts in 1971-72 is 415 per cent as compared to 1968-69. As for the value of the items, the increase is 15 per cent over 1970-71 and 252 per cent over 1968-69.

Why do these thefts take place? It is because the personnel of the RPF are in collusion with the thieves. I do not say that everyone does it, but there are some elements among them which do this.

You will have to give more powers to the RPF. You have to declare all the marshalling yards and stations just as defence establishments which will thus become out of bounds. Whoever enters should have a valid pass. Otherwise, you cannot control entry to these places. Without a valid pass, anyone who enters can be challenged by the RPF.

Coming to the Miabhoj Award on the working conditions of railway employees, I hope the Railway administration will implement the recommendations made in the award.

As for settlement of claims of compensation, there is inordinate delay on the part of the railways. There are cases where more than two years have lapsed since the claims were filed.

MR. DEPUTY-SPEAKER: This should be your last point.

SHRI K. GOPAL: Coming to the problem of the suburban railways at metropolitan centres, underground railways are planned for Calcutta. I think it is going to be implemented very soon. I am sure that for Bombay also work is going to be taken up very shortly. We are going to import foreign consultants for these two projects. In our central design organisation, we have got brilliant engineers. I only wish that technical know-how is not imported for the projects that are going to be taken up in Madras and Delhi.

Finally, coming to the most important part of my observations, that is, lines in my own constituency.....

MR. DEPUTY-SPEAKER: You have left it to the last.

SHRI K. GOPAL: There has been a long-pending demand for a railway line between Salem and Tutukudi. A huge steel complex is coming up at Salem and a fertiliser complex at Tuticorin. I do not say that it should be taken up because the area is backward, though of course it is one of the

[Shri K. Gopal]

factors. We want that the Karur-Dindigal line, survey for which was undertaken a number of years back, should be taken up immediately.

The Salem-Tiruchi line should also be taken up. Lest I may appear parochial—I am not parochial; I am broad-minded in my approach—I would also request the Minister to take up the Nangal Dam-Talwara line in Northern Punjab. 33 MPs have in a memorandum to the Prime Minister asked for the construction of this line. It is being considered on defence considerations. I would request the Railway Minister to have this line laid very soon.

MR. DEPUTY-SPEAKER: Shri Mohanty.

श्रीमती सहोदरा बाई राय (सागर) :
उपाध्यक्ष महोदय, हम को भी बोलने का
मौका दिया जाये।

MR. DEPUTY-SPEAKER: Shri Mohanty.

SHRI SURENDRA MOHANTY (Kendrapara): Unless I am protected, how can I start?

MR. DEPUTY SPEAKER: You should protect yourself. You are strong enough. You cannot protect yourself against the hon. lady? (*Interruptions*).

SHRI SURENDRA MOHANTY: Before I offer my comments on some of the financial aspects of the Railway Budget, I wish to invite the attention of the hon. Deputy Minister and the House to the problem of railways *vis-a-vis* Orissa. Orissa fares very unfavourably in the matter of railways compared to other States of the Indian Union. The State has at present 1,875 kms. of railway line which works out, according to me, to 12.02 kms. for every 1000 sq. kms. areas as against 18.4 kms. for every 1,000 sq. kms. in India.

This will emphasise the discontent, the anger and the anguish that the people of Orissa have been entertaining against the Indian railways. In other words, for every one lakh of

population in Orissa, only 8.6 km. of railways are available, whereas the all-India average is 11.39 km. For the exploitation of the rich mineral deposits which we find in Orissa, as also for the development of the essential infra-structure, it is necessary that the railways should have given a higher priority to the under-developed States like Orissa instead of devoting its attention to the metropolitan railways and to some very favourably situated States in the Indian Union.

Against this background, the State Government since 1965, has been asking for the following three railway lines: (1) Jakhapura-Banspani; (2) Barabil-Kriburu-Koira valley; and (3) Talcher-Bimlagarh. The Cuttack-Paradip rail link which was due to be completed by the end of 1972 is now anybody's guess as to when it is going to be completed. Therefore, I am not taking that rail link into account. But even then, that rail link has to be extended up to Daitari if it is going to serve a meaningful purpose in Orissa's economy as also in developing Paradip's hinterland.

I committed a mistake in congratulating the hon. Minister for this Banspani-Jakhapura railway line, because I thought that the line had been sanctioned. But when I went through his speech, I found it was a cruel joke; only a survey will be undertaken for the Banaspani-Jakhapura railway line. For the enlightenment of the hon. Deputy Minister, I would invite his attention to the history of the Banspani-Jakhapura rail link which is almost ironical. The Orissa Mining Corporation had requested the railways to undertake the construction of the Jakhapura-Daittari rail link which is only 45 km. and which would ultimately form part of the Jakhapura-Banspani rail link. The MMTC had supported this proposal, and for the information of the hon. Railway Minister. I shall here quote the letter number. The MMTC's letter No. D.O./5(32)/70-MIU dated 6th March, 1971, signed by the Joint Secretary of the Mines Department of

the Government of India. The Mines Department of the Government of India had already recommended to the railways for undertaking this line, but the proverbial, habitual stepmotherly treatment of the Centre towards Orissa got it scotched and nipped it in the bud.

The provision of the missing rail link between Banspani and Jakhapura would not only have additional traffic on the rail link itself, but it would be optimise utilisation of the rail link from Jakhapura to Cuttack and the rail link under construction from Cuttack to Paradip. Considering the above facts, the Orissa Mining Corporation had even guaranteed the requisite financial return on the railway's investment on the proposed rail link on the basis of six and a half per cent as was required by the Chairman of the Railway Board. The Chairman of the Railway Board wanted this return and the Orissa Mining Corporation had assured, guaranteed this six and a half per cent of return. But even then, that was not listened to, even though in Maharashtra, two railway lines are being constructed without examining the aspect of financial return. Here was a case where the financial return had been guaranteed, yet it had been turned down.

The earthwork has been undertaken. I am happy, for two railway lines in Maharashtra. But what about Orissa? For the information of the hon. Railway Minister, I say the district through which this railway lines would be straggling across, is Keonjhar district in which a thousand persons died last year of starvation due to the drought and famine situation which is obtaining in Orissa. I challenge any Member from Orissa who is present here to deny this fact. I ask them why the Government have not provided even for this earth work in Keonjhar district, for Banspani-Jhakpura line whereas the Government have provided for such work in Maharashtra.

Now I come to the financial aspects of the Railway Budget.

The disquieting features of the Budget are: (a) Successive increases in fares over the years have left the passengers with very little manoeuvrability; (b) Even a token rise will cause severe strain on the passengers because of the cumulative effect of fare rise over the years; (c) the decision to abolish the passenger fare tax is a fraud on the gullible public of India inasmuch as it will now be added permanently with the fare structure with further additions to it; and (d) revision of freight structure though apparently classified in esoteric gimmickry, which I have not been able to understand and which nobody in this House has been able to understand, is going to give a further boost to the price increase. This is what Mr. A.R. Kanoria, President, Merchants' Chamber of Commerce says in a statement: "The enhancement in freight rates in respect of items like oil cake, sugarcane, chemical manure, cement, urea and paper would adversely affect the common man by pushing up the cost of agricultural inputs and other essentials". The increase in the freight of coal was also ill-advised, according to him. A spokesman of the Indian Chamber of Commerce said that 8 per cent increase in freight rate in several items would release a chain reaction ultimately affecting the consumers. When it is the declared objective of the Government of India, to bring down prices I venture to submit that the railways have been contributing for its further augmentation which will make the life of the common man more miserable than ever before.

The Budget that has been presented is an exercise in gimmickry and I hope the hon. Minister of Railways would try to explain to us that gimmickry. The Budget for 71-72 showed a deficit of 8.87 crores but it ended with surplus of 17.84 crores. Such metamorphosis of deficits into surpluses are a regular feature of the Railway Budget, and they provide the *raison detre* to justify higher fares and freights. You can see this feature in the present Budget also. This year's Budget leaves a gap of 8.65 crores and I am sure the revised estimates when

[Shri Surendra Mohanty]
presented will show a surplus notwithstanding the uncovered deficits I would submit that the Railway Minister should not indulge in this kind of gimmickry but should give the correct picture

The working expenses are going on increasing and even though the railways are earning about 32 crores more their working expenses have gone up by 67 crores. The hon Steel Minister is not here. You were present during the question hour, Sir, and he was bold enough to say that on 97 per cent of coal or coke which was used by major consumers the price has not been increased. But from the Railway Budget you will find that it is the Steel Ministry which is making the maximum contribution to the enhancement of the working cost of the railways. It has been admitted in the Railway Budget that the price of coal, diesel, steel everything has gone up contributing to the rise of working cost. It has increased the spiral of the working expenditure of the Railways

16 hrs.

Before I conclude, to sum up, my submission would be to remove the tax on third class passengers reduce the working expenditure and pay undivided attention sincere attention not a gimmickry, to the demands of the under-developed States like Orissa for developing the Railways which is an essential input for development. Thank you.

श्रीमती सहोदराजाई राव (सागर) ·
उपाध्यक्ष महोदय, मैं आपको धन्यवाद देती हूँ, आप ने मुझे बोलने का मौका दिया। बास्तव मे दूसरी पार्टीबाले ज्यादा मौका ले जाते हैं, कुछ इधर के भाई भी ज्यादा ले जाते हैं, लेकिन जो सीधे-सादे हैं उनका मौका नहीं मिलता।

रेलवे मर्मी जी ने जो बजट रखा है, मैं उस का स्वागत करती हूँ। लेकिन इस मे

कुछ जुटिया भी है। जहा जिस का ज्यादा दबाव पड़ता है, वहा ज्यादा काम होता है, लेकिन जो सीधे-सादे मेम्बर हैं उन का काम नहीं होता। मैं सभ्य प्रदेश से आती हूँ। कई बार मैंने कुछेकी स हब से भी कहा था और उन के पहले मिनिस्टर श्री हन्मतीया जी से भी कहा था कि हमारा सागर जिला बहुत पिछड़ा हुआ है। वहा कई लोगों मे सूखा पड़ा हुआ है। वहा रेलवे लाइन की बहुत ज्या दा आवश्यकत है लेकिन कोई सुनवाई नहीं होती है। मैंने कई बार कहा है कि सागर-साहागढ़-हीरापुर-छत्तेपुर होने हुए हरपालपुर रेलवे लाइन से मिलाया जाये। वह डकैती एरिया है, काम धन्दा नहीं है, इस के होने से लोगों को काम मिलेगा तथा सुविधा हो जायेगी।

दूसरी बात—हम ने आप से माग की हूँई है कि सागर से बड़ी-देवी—नर्बदा बतरमान होते हुए करेली तक लाइन बिछाई जाय। यह हमारी बड़ी पुरीनी माग है, लेकिन गोई सुनवाई नहीं होती '। काम वहा होता है जहा दबाव पड़ता है। मैं मर्मी जी से प्रार्थना करना चाहती हूँ कि हमारे सागर का विकास किया जाय, क्योंकि वहा कमिस्नरी खुल गई है, इस लिए रेलवे लाइन की ज्यादा जरूरत है। वहा बीड़ी के कारखाने हैं, लकड़ी लदान होती है, कोयला लदान होता है, भूसा लदान होता है लेकिन सभ्य पर डिब्बे नहीं मिलते तथा माल पड़ा रहता है। आप इस के लिए जल्द से जल्द सुनवाई करें।

'रेलवे लाइन के पास रेलवे की जो जमीन है, उस को आप कुछ लोगों को देते हैं, मैं जानना चाहती हूँ कि आप कैसे देते हैं। एक साल के लिए आप उस को देते हैं, जब वह मेहनत कर के उस बंजर भूमि को अच्छा बनाता है तो दूसरे साल दूसरे को दे देते हैं। मैं चाहती हूँ कि उस जमीन को पांच सालों के लिए दिया जाय।

कई कारणवश हमारे अफसरों का व्यवहार हरिजनों और गरीब रेलवे कर्मचारियों के साथ अच्छा नहीं होता है, वे उन को ज्यादा दबाते हैं। जहां तक भ्रष्टाचार का सवाल है, मैं उस के सम्बन्ध में कुछ नहीं कहना चाहती, उस में बहुत से रहस्य हैं, विरोधी लोग तो कहते हैं, हमें नहीं कहना चाहिए। आज गरीब लोगों का रहना मुश्किल हो गया है। उन को सर्पेण्ड कर देते हैं, फिर उन को भर्ती नहीं करते हैं। बड़े स्टेशनों पर एक-एक अफसर आठ-आठ दस-दस साल से बैठे हुए हैं उन का ट्रांस्फर क्यों नहीं करते हैं। अफसर लोग गरीब आदिमियों का ट्रांस्फर फौरन करवा देते हैं, लेकिन अफसर बैठे रहते हैं, यतनानी करते हैं और उन का ट्रांस्फर नहीं होता है।

श्री रामसहाय पांडे: (राजनदगांव) : मिनिस्टर साहब का ट्रांस्फर कराओ, पांच साल हो गये हैं।

श्रीमती सहैदरा बाई शायः: मिनिस्टर साहब का तबादला नहीं हो सकता। आप क्या बात कर रहे हैं—आप बम्बई में रहते तो कोई नहीं जानता, मध्य द्रविद में आ गये तो चून लिये गये, बम्बई में कोई पूछने वाला नहीं है। ... (व्यवधान) ...

मैंने कई बार आप से मांग की है— बीना-कोटा लाइन पर चौकी और सेमरखेड़ी स्टेशन को बनाना चाहिए। वह डकैती एरिया है, वहां टिकट नहीं मिलते हैं, लोग बिना टिकट चलते हैं तो उन को बन्द कर दिया जाता है दबोह में ईश्वरवाहा स्टेशन है, वहां टिकट नहीं मिलते हैं, जनता में लकाई होती है। गोला गोल के पास डांसीदार स्टेशन है जो मेरे लोक में है, उस को चालू करना चाहिए। मेरे लोक की जनता जान जाती है कि तुम मांग नहीं करती।

पश्चारेया से दमोह-कट्टी तक डबल लाइन बन रही है, रेलवे बाले वहां मजदूरों को मजदूरी नहीं देने हैं.....

MR. DEPUTY-SPEAKER: Order, Order. It is against Parliamentary practice for any hon. member to come between the speaker and the Chair. Just now it happened. I would like this to be kept in mind.

श्रीमती सहैदरा बाई शाय : मैं आप की तरफ बोल रही हूं मिनिस्टर की तरफ नहीं बोल रही हूं, आप क्यों घबराते हैं..... (व्यवधान)

उपाध्यक्ष महोदय में तो भोली 'भाली हूं, हंसी भजाक नहीं जानती हूं। इस लिये मिनिस्टर साहब से कहती हूं—हिन्दी मिनिस्टर या बड़े मिनिस्टर में कोई अन्तर नहीं है, डिप्टी मिनिस्टर भी उस काम को कर सकते हैं, इस में मिनिस्टर की ज़रूरत क्या है। जब राजा होते थे तो मंत्री जी कहते थे, राजा मान लेते थे, आप भी उस को कर सकते हैं।

मैं कह रही थी कि पश्चिया स्टेशन से दमोह तक डबल लाइन बन रही है, वहां पर मजदूरों को कम पैसा दिया जाता है। मेरे पास कई पत्र आये हैं, मजदूरों को पैसा नहीं मिलता है, भूखे भर रहे हैं। आपको इसके बारे में मालूम करना चाहिये और इस की व्यवस्था करनी चाहिये।

उक्कल गाड़ी दिल्ली से भुवनेश्वर के लिये चलती है, लेकिन वह चार दिन चलती है, प्रतिदिन क्यों नहीं चलाई जाती। इस से सरकार को आमदानी होगी। ऐसेन्जर चाडियां चलती हैं जिन में जगह नहीं मिलती है, इन में और डिब्बे बढ़ाये जायें। महिलाओं के लिये भी और ज्यादा डिब्बे जोड़े जायें। महिलाओं की इन गाड़ियों में बुरी रका होती है।

[श्रीमती नहोदर बाई राय]

महिलाओं के नाम से एक ताजमहल गाड़ी चलती है। मैं चाहती हूँ कि महिलाओं के नाम से और ज्यादा गाड़िया चलाई जाय। जैसे ज्ञासी की रानी, कस्तूरबा, प्रधान मंत्री जी के नाम से गाड़िया चलानी चाहिये जो महिलाओं के लिये हो। पहीं लिखी नड़किया ज्यादा चलती है, उन को जगह नहीं मिलती है।

हरिजन आदिवासियों को नौकरी में ज्यादा सच्चा में लेना चाहिये वे लोग पढ़-लिख कर निकलते हैं, लेकिन उन को नौकरी नहीं मिलती। हरिजन-आदिवासी लेबर का काम करते हैं, बोझा उठाते हैं, जो बड़े आदमी नहीं कर मकते। इस लिये उन को नौकरियों में ज्यादा स्थान मिलना चाहिये।

हमारे डिप्टी मिनिस्टर साहब बहुत व्यस्त रहते हैं। जब हम लोग कोई दर्खास्त या मामला जल्दी निवाने के लिये उन के पास भेजते हैं तो वह उन के बस्ते में ही पड़ा रहता है लेकिन विरोधियों का काम जल्दी हो जाता है। हमारा नाम प्रखबारों में भी नहीं आता है हमारे अखबारवाले भाई भी ऐसे हैं जो अग्रेजी पढ़े लिखे लोगों का नाम लिखते हैं। जब हम अपने क्षेत्र में जाते हैं तो हमारे विरोधी कहते हैं कि ये तो पालियामेन्ट में मुह भी नहीं खोलती। जब हमारे यहां बोटिंग होता है तो बड़ी दिक्कत आती है। इस लिये मैं प्रार्थना करती हूँ कि जिन बातों को मैंने आप के सामने रखा हूँ उन पर जल्दी कदम उठाइये और गरीबों की मदद कीजिये। अगर आप नहीं ध्यान देंगे तो दो साल के बाद जब चुनाव होंगा तो बड़ी दिक्कत आयगी, इस लिये हमारे क्षेत्र का काम पहले करें, बाद में इन का करें।

श्री शिव कुमार शास्त्री (अलीगढ़) : उपाध्यक्ष महोदय, मबसे पहले तो मुझे यह कहना है कि यहां पर जो सदस्य बड़ी नज़रता और

विनय से अपने कर्तव्य का पालन करते हैं और शात रहते हैं आप उनकी शान्ति का अर्थ उसकी अयोग्यता से लगाते हैं। इसमें परिवर्तन होना चाहिए नहीं ती सभी लोग शोर मचाने लगेंगे।

इब मैं यहां पर कोई भाषण न करके रेलवे मंत्री को मुसाफिरों की कठिनाईयों के सम्बन्ध में कुछ सुझाव देना चाहता हूँ। सबसे पहली बात यह है कि थ्री ट्रीयर और टू ट्रायर में जो मुसाफिर चलते हैं उनके रिजर्वेशन का जो चार्ट लगाया जाता है वह पैसिल से लिखा जाता है। उसमें जो काट छाट होती है उसे भी उसके ऊपर लिख देन है। नतीजा यह होता है कि कोई अच्छा पढ़ा निखारा समझदार आदमी भी आध घटे से पहले अपना नाम तलाश नहीं कर सकता है। इसलिए मेरा मुझाव है कि उनका चार्ट टाइप हुआ होना चाहिए और साफ हाना चाहिए।

दूसरी बात यह है कि जो रिजर्वेशन चार्ट लगता है उसके साथ साथ मुसाफिरों को जगह बताने के लिए कि आप की सीट फला जगह पर है, पहले से ही एक बावू की ड्यूटी लगानी चाहिए। मैंने देखा है अपनी आखो से कि जिन की ड्यूटी होती है वे छिपे हुए, बैठे रहते हैं और जब गाड़ी चलने वाली होती है तब दौड़ कर आते हैं। इससे लोगों को बड़ी परेशानी उठानी पड़ती है। इसलिए पहले से जबसे ट्रेन प्लेटफार्म पर लगे, एक बावू की ड्यूटी होनी चाहिए जोकि मुसाफिरों को बता सके कि आपकी सीट फलानी जगह पर है वहां जाइये।

मेरमरा तीसरा निवेदन यह है कि कुलियों का निरीक्षण करने के लिए भी एक अफसर की ड्यूटी होनी चाहिए। आप रेट बड़ा दीजिए जितना बढ़ाना चाहते हैं लेकिन रेट से ज्यादा जो कुली मानता है उसको दण्ड लिलना चाहिए। मैंने सभ्य लोगों को,

अच्छे मुसाफिरों को कुलियों से जगड़ते हुए देखा है और कुलियों को बदमाशी से व्यवहार करते देखा है। जिस मुसाफिर के पास जितना अधिक सामान होता है उसको उतना ही अधिक परेशान किया जाता है। इसलिए इसका इलाज होना चाहिए। इसके लिए प्लेटफार्म पर एक आदमी होना चाहिए जिससे कि शिकायत की जा सके।

नयी दिल्ली रेलवे स्टेशन पर 9 साढे 9 के बीच एक फलाइग मेल आता है और लखनऊ को गाड़िया जाने के लिए तैयार होती है उम समय पर उतरने और जाने वालों की जो भीड़ भाड़ होती है। उम समय जिसके पास ज्यादा सामान होता है उसकी तरफ कुली जाने हैं और जिसके पास सामान कम होता है उसकी तरफ कुली जाने ही नहीं है। इस कष्ट को दूर करने का यत्न किया जाना चाहिए।

इसके साथ साथ रिजर्वेशन भव्यन्धी कठिनाइयों के लिए मैंने देखा है अब एक व्यवस्था हड्ड है लेकिन उसमें भी जो कुशलता आनी चाहिए वह नहीं है। उसमें भी और कुशलता लाने का प्रयत्न होना चाहिए।

चौथी बात यह है कि रिजर्वेशन की बहुत गडबड हो गई है। आप जाने कि कैसे है। यहाँ तक कि कई लोगों को आप तक पहुंचना पड़ता है। एक बार मैंने भी आपको कष्ट दिया था कि जगह नहीं मिल रही है। तो यह बात क्यों उत्तरोत्तर बढ़ती चली जाती है यह तो आप ही ज्यादा बता सकते हैं लेकिन यह कठिनाई बहुत आ गई है।

हनुमतीया जी को कोई श्रेय मिला हो या नहीं परन्तु जब तक वे रहे गाड़ियां समय पर चलती रहीं। यह उनका एक एक एतिहासिक श्रेय है और मैं समझता हूँ इसके लिए आप के मन से रक्ष करना चाहिए।

कि जो प्रथा उन्होंने डाली वह चले। यदि उसी शिथिलता आ नहीं है तो क्या उपाय उन्होंने बरते थे जो आप नहीं बरत सकते।

अन्त में दो नीन बाते अपने क्षेत्र से सबधित कहना चाहता है। अलीगढ़ एक मुख्य नगर है, एक विश्वविद्यालय वहाँ पर है और वहाँ के नाले ससार में प्रसिद्ध है, एक्सपोर्ट एम्पोर्ट के लिए बहुत सामान वहाँ पर आता है इसलिए प्रत्येक गाड़ी में वहाँ से रिजर्वेशन की व्यवस्था होनी चाहिए जोकि अब तक नहीं है। इसके साथ ही एक बार मैंने मिनिस्टर को भी निखा और उसके बाद कहता भी रहा हूँ डिवेट में कि अलीगढ़ में दिल्ली आने के लिए कोई मुविद्याजनक गाड़ी नहीं है इसलिए कालका मेल में अलीगढ़ से दिल्ली आने के लिए थड़ क्लास में बैठने की अनुमति होनी चाहिए। इसके सम्बन्ध में जो उत्तर मवालय से आया उम में कहा गया कि भीड़ भाड़ की वजह से हम इस महत्वपूर्ण गाड़ी में व्यवस्था नहीं कर सकते तो आप वहाँ जाने के लिए भत कीजिए लेकिन जो वहाँ से आ रहे हैं उन के लिए कर सकते हैं क्योंकि उम तरफ लोगों के उतरने से भीड़ कम हो जाती है। इसलिए मेरी भाग है कि अलीगढ़ से दिल्ली आने के लिए नीसरी श्रेणी के यात्रियों को कालका मेल में बैठने की अनुमति मिलनी चाहिए।

आठ वर्ष मुझे कहते हुए हो गए कि अलीगढ़ से हाथरस की तरफ चले तो जो पहला रेलवे का फाटक आता है उस पर ओवर ब्रिज या अन्डर ब्रिज की नितान्त आवश्यकता है। वहाँ पर वर्ष में दो तीन आदमी कट कर मर जाते हैं। वहाँ पर लड़कियों का कालेज है और गांडी आई हास्पिटल और फाटक पोर कर के लोगों को जाना पड़ता है। इसलिए वहाँ पर ब्रिज बनाना बहुत आवश्यक है।

[स्त्री शिव कुमार शास्त्री]

प्रतिम बात यह है कि चदोली को जो अलीगढ़ से जाव लाइन है उस पर तीसरा या चौथा स्टेशन गोधा है। वहा कोई सड़क नहीं है इसलिए आने जाने का माध्यम केवल रेलवे ही है। वहा का जो प्लेटफार्म है वह बहुत नीचा है जिससे गर्भवती स्त्रियों और बीमारों को चढ़ने में बड़ी कठिनाई होती है। मैंने इस प्लेटफार्म को ऊचा करने के लिए कहा था और डा० रामसुभग सिंह ने अपने टाइम में मुझे आश्वासन भी दिया था कि ऊचा करा देंगे। लेकिन आपके मतालय ने उत्तर दिया है कि वहा पर इतने टिकट नहीं बिकते कि प्लेटफार्म को ऊचा किया जा सके। परन्तु इसके उत्तर मेरी कहना चाहता हूँ कि घर्मपुर रेलवे स्टेशन उससे भी छोटा है, उससे भी कम टिकट वहा बिकती है लेकिन उसका प्लेटफार्म ऊचा है इसलिए उस प्लेटफार्म को भी ऊचा करना चाहिए।

इन शब्दों के माध्यम में आपको धन्यवाद देता हूँ।

*SHRI RAMACHANDRAN KADANNAPPALLI (Kasergod) Mr Deputy Speaker Sir, I support and welcome the Budget presented by the new Railway Minister. In this new Budget the passenger fare has only been slightly increased and the Minister has not imposed any burden on the people. Therefore, I congratulate him. As far as passengers from Kerala are concerned those who go to Delhi and other towns in North India have to pay a little more. I request that this increase should be withdrawn.

Every year Kerala is neglected in the matter of railways and other fields. We have raised this point in this House many times. Kerala has been perpetually neglected and this will become very clear when we exa-

mine this budget. Sir, after Independence not a single new railway line has been laid in Kerala. It is very unfortunate. Due to pressure from all sides recently the Government had to agree to undertake the work of conversion into broad gauge the line from Ernakulam to Trivandrum. I request that this work should be expedited.

As far as the Keralites are concerned they consider railway property as national property. In other parts of India whenever there is some agitation first the railway property is damaged. That is not the case in Kerala. The people of Kerala railways try to protect the railway property. Therefore the Railway Ministry should put an end to this attitude of neglect and discrimination that is being shown to Kerala.

16 15 hrs

[SHRI K N TRIVARY in the Chair]

Sir railways are regarded as the basic factor for promotion of national integration and industrial progress. Therefore, more railway lines should be provided in the backward areas of our country. Our complaint is that we have not been given proper facilities in the matter of railways. Kerala is industrially backward and therefore the Railway Ministry should give more attention for developing railway facilities in Kerala. The needs of a particular State should be taken into consideration by the Government. This is the major industrial undertaking in our country and only through this we can increase the prosperity of our country. I am sorry to say that the approach of the Railway Ministry to this problem is far from satisfactory.

This attitude should change. I can mention many examples to prove my point. One example is that the Railway Maintenance Depot is going to be shifted from Cannanore. When the depot of Cabinet was abolished in 1964, engine maintenance was brought to Cannanore considering the fact that Cannanore is situated just in the

*The Original speech was delivered in Malayalam

centre of 200 miles section of Shornur to Managalore. If this Depot is shifted from Cannanore for all engine troubles, engine failure, etc., in this section, men and materials will have to be moved from Shornur upto Mangalore which will cause much inconvenience, delay and hardship to the public who use our Railways. The local people feel that this is nothing but mere discrimination towards the industrially backward district of Cannanore in Kerala State. Besides, this view all changes of employment like causal labour, etc., to the local deserving hands. The Railway should take all these things into consideration and avoid creating unnecessary problems for the people.

In the new Budget I find that some facilities are provided for the students to have a Bharat Darshan. I welcome this. I also welcome the decision to withdraw the Bangla Desh levy. It is good that the fare by air-conditioned coach is going to be equated with air tare. As I said earlier, railways have a major role to play in industrial and commercial development. I am sorry to mention that this attitude has not been shown by the Railways as far as backward areas in our country are concerned. States like Kerala should be given more attention by the Railway Ministry.

The Malayalces living in Delhi and other major cities find it difficult to get their reservations done when they want to go to Kerala. The reservation facilities should therefore, be increased. Recently the Railways started the Jayanti Janata from Delhi to Mangalore. Due to the agitation in Andhra this train was stopped. This should be re-started immediately. As has been pointed out in the past, the Railways should start a Bombay-Cochin through train.

As far as my constituency is concerned— Kasergod— Kanjangad — Pazhayangadi area—which has a

number of fishing centres more railway facilities should be made available. Similarly, agricultural products, Plywood, China clay and other articles are being exported from Cannanore Paygour, Nileswar and Telicherry. But due to shortage of wagons these areas are finding it difficult to progress. More wagons should be made available to this area so that the export trade there will prosper. I hope the Railways will ensure industrial prosperity in our State and show a more realistic attitude towards thus.

With these words, Sir, I once again support this Budget.

अ विद्यनाथ शर्म (देवरिया) :
माननीय सभापति जी, रेलवे मन्त्रालय देश का सब में बड़ा उद्योग है, उसकी सफलता या असफलता देश के सावजनिक क्षेत्र की मफलता या असफलता है। हो सकता है कि बजट में कोई नवीनता हो या न हो, और हर साल नवीनता की आशा करना उचित भी नहीं है। लेकिन यह अवश्य है कि जितनी आशा आय की जाती थी उतनी नहीं हुई है। उस के कई कारण हैं। एक कारण यह है कि देश में यातायात के जो साधन बढ़ रहे हैं, मटके बढ़ रही हैं, उन में भी माल आने जाने लगा है। व्यापारियों का यह च्याल हो रहा है कि ट्रक से माल भेजने में समय भी कम लगता है और चोरी भी कम होती है। मैंने स्वयं देखा है कि दिल्ली से असम तक का माल ट्रकों से आता जाता है और रेल से जो माल ढोया जाता है वह कम हो रहा है।

दो तीन साल पहले मैंने बताया था कि रेल रोड कम्पीटीशन बढ़ेगा और इससे रेलों के काम पर असर पड़ेगा, वह चीज सामने आ रही है। उस का कारण यह है कि बड़ी लाइन से छोटी लाइन पर और छोटी लाइन से बड़ी लाइन पर माल पहुंचाया जाता है उस में काफी चोरी होती है, माल

[निवारण राय]

दूर्दाता है। इस बजह से व्यापारी अपना माल बरबाद करना नहीं चाहता और अपना माल ट्रक से भेजना पसन्द करता है जिससे रेलवे का नुकसान होता है और लोग रोड़ की तरफ ज्यादा जाते हैं। यह आशा की जाती है कि कम से कम नुकसान हो, उस की तरफ रेलवे मंत्रालय ने कदम बढ़ाया है, वह एक नवीनता है। वह नवीनता वह है कि जो मीटर गेज हैं उन को ड्रांड गेज में बदल रहे हैं। खुशी की बात है कि उत्तरी भारत में भी बाराबंकी से समस्तीपुर तक छोटी लाइन को बड़ी लाइन में बदलने का कार्यक्रम चालू हो गया है। यह कार्यक्रम पिछले साल बना और जब सर्वे हुआ था तब यह डर था कि कीरीब 8 वर्ष से भी ज्यादा समय लगेगा। लेकिन पिछले साल दो बार इस के बारे में मंत्रालय का व्यापार आकृष्टि किया गया, उत्तर मिला कि पांच वर्ष में वह कार्यक्रम पूरा हो जायगा। लेकिन इस बार बजट देखने से मालूम होता है कि जितना धन उस के लिए दिया जाना चाहिए उतना नहीं दिया गया है, फँड़स का अलोकेशन कम है और इस हिसाब से अगर ऐसा दिया जायेगा तो 10, 12 साल का समय लगेगा। यह आवश्य है कि इस कार्यक्रम का लाभ होगा। बाराबंकी से समस्तीपुर और भट्टनी से भद्राडीह, इन दो लाइनों के सर्वे का काम शुरू हुआ था और ऐस्टीमेट भी बना। एक लाइन के बारे में तो काम शुरू हुआ है, यानी बाराबंकी से समस्तीपुर छोटी लाइन को बड़ी लाइन में बदलने का काम शुरू हो गया है। मरुआडीह में बड़ी लाइन से छोटी लाइन पर माल ढोने का एक बहुत बड़ा सेंटर है जहां काफी माल का नुकसान ट्रांसिशपमेंट की बजह से होता है, वह थोड़ी दूर का फासला है। अगर भट्टनी से मरुआडीह तक की रेल लाइन को भी ब्राउनेज कर दिया जाय तो उत्तरी भारत के व्यापारियों को जो नुकसान हो

रहा है वह कम हो जायगा और इससे रेलवे का लाभ होगा व्यापारियों को भी लाभ होगा।

दो साल पहले रेलवे की टाइमिंग में बहुत सुधार हुआ था लेकिन अब फिर उधर धीमापन आ रहा है। कुछ रेलवे कर्मचारियों को यह भी कहते सुना गया कि श्री हनुमन्तीया के हटने से उन्हें खुशी हुई और वह इसलिए कि उन्हीं ने कर्मचारियों को कमा था कि जिससे रेलवे के प्रशासन में सुधार हुआ था। लेकिन अब यह फिर ढीला पड़ रहा है। मैं नये रेल मंत्री को सुझाव दूंगा कि वह कड़ाई रखें ताकि यात्रियों को असुविधा न हो और शासन की आमदानी के लिए जो काम होते हैं उस में छिलाई न हो। कर्मचारी वर्ग राष्ट्र का मालिक न बन जाय बल्कि सेवक रहे।

तीसरे दर्जे का किराया बड़ा है मैं कहता चाहता हूँ कि कभी कभी किराया बढ़ाना जरूरी होता है। लेकिन एक जिले के अन्दर जो आने जाने वाले लोग हैं, कम से कम 50 किलोमीटर तक का किराया नहीं बढ़ाना चाहिए क्योंकि वे प्रायः वही लोग होते हैं जो जिला हैडक्वार्टर पर काम से आते हैं या माल खरीदने के लिये आते हैं। अगर इस वर्ष नहीं तो अगले साल किराये में कमी कर दी जायेगी, ऐसा मेरा निवेदन है। और 50 किलोमीटर तक तीसरे दर्जे का किराया न बढ़े इस पर मंत्री महोदय व्यापार देंगे।

SHRI SHANKERRAO SAVANT (Kolaba): I rise to support the Budget presented by the Railway Minister with some important reservations.

Railway is the oldest and, by far, the biggest public sector concern in our country. Apart from its huge turnover and its tremendous employment potential, its real national importance lies in its ability to carry the message of modernity to far-flung

areas and to serve the interests of common man with comparatively cheaper and quicker mode of transport. The Railway thus plays an important role in the economic and cultural transformation of the nation and is closely associated with the weal of the common man.

I am firmly of the opinion that the rise in fares and freights and in wharfage and demurrage rates, proposed by the Railway Minister, is moderate and justifiable in view of the rising prices and in view of the needs of further development.

I should, however, like to sound a note of caution in respect of the Air-Conditioned Class fares. By raising them to the level of air fare, as is proposed in the Budget, we will only lose that traffic. Who would like to go in for a 24-hour journey in a rattling railway compartment from Bombay to Delhi, when the same journey could very well be finished in less than two hours in a Boeing when the charges for both the journeys are the same? The result will be that the Air-Conditioned Coaches will go practically empty and we would be sustaining a huge loss on these coaches. The best way would be to do away with the Air-Conditioned Coach and add a Third Class coach instead which would be a boon to Third Class passengers.

The controversial paras in the Budget speech are paras 41 and 42.

I first take up para 41. Here the Railway Minister has indulged in some incomprehensible intellectual acrobatic feats. He admits that, for the development of backward regions, a new approach has to be made, that "the classical concept of traditional economic viability needs to be readapted in the light of the historical experience". And yet he lays down a formula which negatives the very basis of a benign approach.

In para 41 he lays down four conditions for starting work in a backward area. The first one is purely a matter between the Railway Ministry and the Finance Ministry and I have nothing to say about it. The second condition is not very wholesome. I would like to point out that in the past no State Government was called upon to share any burden. In special circumstances, however, this condition may be permitted. It should be noted that non-feasible tracks have been taken up in the past without the participation of the State Government. The third and the fourth conditions are highly objectionable. These two conditions are absolutely unjustifiable. Under these conditions the people in the backward areas will be called upon to pay higher fares and higher freights. To call them backward and to ask them to pay higher fares and higher freights is a contradiction in terms—*Vadato Vyaghataha*, are they call it in Sanskrit and this cannot be justified by any standards of socialistic or capitalistic economy. It is a clear device of unashamed exploitation of the poor. At least a socialist Government should not advocate it.

There is a fifth proposition which is equally unwholesome, that is, taking up tracks in instalments of 60 km. each time. At that rate, the West Coast Railway will take 15 years for completion which will be a cruel joke

Now, I would come to para 42. This is much more puzzling than para 41. It completely overlooks the assurance given by the Prime Minister on 7th January 1973 during her tour of the scarcity-hit areas of Maharashtra. It likewise poohpoohs the attempted inauguration of the West Coast Railway by the then Railway Minister, Mr. Pai, on 5th February 1973. This is the most obnoxious para in the whole speech. The mischief wrought by it, however, has to some extent been rectified by the Railway Minister's statement on 26th February, 1973 and his replies to my starred question No. 105 of 27th February, 1973.

[Shri Shankerrao Savant]

Some seven lines are mentioned in this para which will be governed by the formula laid down in para 41. Out of these seven lines, five are for conversion and only two are new lines.

MR CHAIRMAN If you go on reading your speech, that will take a long time. You speak on your points. If you want to read your speech, then better place it on the Table of the House.

SHRI SHANKERRAO SAVANT Sir, it is the declared policy of the Government that all metre gauge lines should be converted into broad gauge lines. If that is so, I cannot understand why the State Governments should be converted into broad gauge button towards acquisition cost and labour cost of these concession lines. In accordance with their policy the conversion lines should be taken up by the Railways at their own cost.

As a result of this assurance, I may point out (*Interruptions*) The Prime Minister gave an assurance on 7th and I have got several press cuttings, for want of time I do not want to go into them *Hindustan Times*, 8th January, 1973—'Maharashtra gets relief gift of four railway lines'—

"Prime Minister Mr. Indira Gandhi, today talked to a cross-section of the drought-hit people of Maharashtra and also announced a 'relief gift'—Central clearance of the Konkan Railway and three other railway projects."

Then, on the 9th January, *Hindustan Times* wrote in its editorial:

'Four railway projects, including the long sought after Konkan railway, have been announced by Mrs Gandhi."

MR CHAIRMAN Now, please be brief

SHRI SHANKERRAO SAVANT Again the *Economic Times* wrote on 8th January, that Central clearance was given to four railway projects in Maharashtra including the Konkan Railway.

MR CHAIRMAN Please conclude

SHRI SHANKERRAO SAVANT I am concluding, Sir

Now, I want to say how the cost of this railway line has been inflated from time to time with some ulterior purpose. I would refer here that I wrote a letter to Mr Hanumanthaia, the then Railway Minister in May 1971 and he gave me a reply wherein he has clearly stated

After the surveys are completed, the Survey Reports will be examined to assess the traffic justification and economic viability of the project. The project may cost anything up to Rs 100 crores.

That means Rs 100 crores was the outer limit. This is what was said in the Railway Board's note which he sent me. Thereafter I wrote a letter to his successor, Mr Pai who has also clearly stated in his reply dated 23rd September 1972, that

'According to the survey reports furnished by the Central Railway which are presently under the examination of the Railway Board, the line would be 909 kms long and may cost about Rs 214 crores.'

MR CHAIRMAN Now what do you want?

SHRI SHANKERRAO SAVANT I want to say that the cost being inflated from day to day. The present Railway Minister in his statement on 26th February put it at Rs 225 crores including rolling stock and interest, and then from Rs 225 crores to Rs 325 crores within 24 hours on 27th February. This is simply impossible. As a matter of fact interest is never included in cost. This is done with

the ulterior purpose of frightening away Mrs. Indira Gandhi who is sympathetic towards backward areas. She has given an assurance. The Railway Board probably wants to tell her that is a costly affair and 'even if you have given a word, you should not take it up.' The Railway Board inflated this figure from 100 to Rs. 325 crores. An answer was given on the floor of the House to the effect that the total cost including interest and rolling stock would be Rs. 225 crores but the very next day the figure was inflated to Rs. 325 crores. This inflation is with the ulterior motive of frightening away Mrs. Indira Gandhi. Mr Pai gave an assurance in January, 1973 that the work would be started at Ratnagiri on 5th February but now we are told that this matter is under active consideration only and priorities will have to be looked up before the sanction is given. This means that attempt is being made to put back the hands of the clock. The Railway Minister should look into the matter himself. He is an independent man. He should not be guided by the Railway Board which is against this proposal for the last so many years.

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): I tell you, it is not fair.

SHRI SHANKERRAO SAVANT: As a matter of fact the time has come when the Railway Act should be amended. The Railway Board should be abolished altogether which has, by its sobbery and inefficiency, earned a bad name.

Then, a word about the Deccan Queen. All the seats are proposed to be reserved. This will cause hardship to travellers and commuters. They will not get accommodation. There should be an additional third-class compartment so that casual passengers may be able to travel by this train. The traffic is very heavy from Bombay to Poona and this suggestion of

mine should be accepted by the hon. Minister.

With these words I close.

डा० सहस्री नारायण धाडेय (मंदसीर): सभापति महोदय, मंत्री महोदय ने अपने बजट भाषण के दीरान नए टैक्स के साथ कुछ सम्भावनाओं पर भी अपना मत प्रकट किया है। उन्होंने बताया है कि यदि पे कमिशन की रिपोर्ट आती है और उसके कारण कर्मचारियों का बेतन बढ़ता है तो नए टैक्स लगाने को उनको बाध्य होना पड़ सकता है। उन्होंने कहा है कि इसके लिए हमें तैयार रहना चाहिये। यात्री किराये और माल भाड़े में जो वृद्धि हुई है उस में और वृद्धि की सम्भावना हो सकती है और वह बहुत बड़ी वृद्धि होगी ऐसा अनुमान है। गरीब मध्यवर्ग की परेशानियाँ इससे बढ़ेंगी। तीमरे दर्जे के यात्रियों की यात्रा मंहगी होगी। रेलों की जो क्षमता है उस में वृद्धि जो होगी वह माल भाड़े में वृद्धि जो की गई है वह उसके अनुपात में है, ऐसा नहीं कहा जा सकता है आज रेलवे की कार्य प्रणाली में भी सुधार लाए जाने की आवश्यकता है। सभय की पावन्दी भी होनी चाहिये। इस में रेले काफी पीछे हैं। रेल प्रशासन में न एफिसियंशी है न पंक्त्याएलिटी है। रेलों से यात्रा करने के बजाय यात्री बसों में बैठ कर यात्रा करना अधिक पसन्द करते हैं। रेलवे से माल भेजने के बजाय लोग ट्रकों द्वारा माल भेजना अधिक पसन्द करते हैं। हमें बजट संबंधी साहित्य दिया गया है उस में मंत्री महोदय ने भी स्वीकार किया है महत्वपूर्ण तथ्य और प्रमुख समस्याओं, इसके पेज 2 पर उन्होंने स्वीकार किया है कि माल डिव्हर्स का पूर्जीकरण कर्जी भी होता है। इसी के अन्दर आगे उन्होंने कहा है कि रिजर्वेशन के बारे में काफी शिकायतें मिली हैं और उसके बारे में किसी समिति का गठन किया गया है। मैं निवेदन करना चाहता हूँ कि रेलों के अन्दर पंक्त्याएलिटी पर जोर दिया जाना चाहिये

[डा० लक्ष्मी नारायण पाण्डेय]

निर्धारित समय पर गाड़िया चले और निर्धारित समय बर पहुंचे। निर्धारित समय में माल अगर पहुंचने की व्यवस्था कर दी जाए तो रेलों को बहुत बड़ी आमदानी हो सकती है। माल भेजने वाले आज माल डिब्बों की मांग करते हैं किन्तु उन्हें मिलते नहीं। मैंने इस प्रकार को कई शिकायतें जो पश्चिम रेलवे खेत्र मदसौर, नीमच, शामगढ़, जावरा व रतलाम की है माननीय मंत्री जी को भेजी हैं अतः इस बारे में ठोस कदम उठाये जावे। आज स्थिति यह है कि एक स्थान से दूसरे स्थान तक माल पहुंचने में रेलों को दो महीने या उस से भी अधिक समय लग जाता है। मिनिमम समय 60 दिन का है जबकि माल ट्रकों से भेजने में केवल पाच या सात दिन लगते हैं। इसी प्रकार से यात्रियों के सवार्थ में भी बात है। यही कारण है कि रेलों के अन्दर बाटा आ रहा है। ट्रायिप्सेट के बारे में भी काफी शिकायतें हैं। उसे सुधारने की आवश्यकता है।

दूसरी तरफ जो रेलों के छोटे कर्मचारी हैं उन की तरफ भी हमारी सरकार किसी तरह का ध्यान नहीं देती है। एक साधारण सा स्टेशन पर काम करने वाला सहायक स्टेशन मास्टर या स्टेशन मास्टर जिन्हीं भर प्रतीक्षा करता रहता है कि शायद उसका बेतन बढ़ेगा। लेकिन ढाई सौ रुपये पर ही वह रिटायरमेंट लेकर चला जाता है। उस की कोई सुनवाई नहीं होती। ठीक इसी प्रकार से दूसरे छोटे कर्मचारियों की ओर भी रेलवे प्रशासन का ध्यान नहीं जाता। रेल के केजूप्ल लेवर की समस्या के बारे में कई बार सदन में कहा गया है।

आज हमारे पास जो आकड़े हैं उनके अनुसार 1970-71 में रेलवे के अन्दर 724 ऐक्सीडेंट्स हुए हैं जिनमें से 473 ऐसे हैं जिनमें रेलमेन की गलती बताई गई है और 112 के अन्दर मैकेनिकल डिफ़ॉक्टर्स बताए गए हैं। मंत्री जी कह सकते हैं कि रेलवे के छोटे

कर्मचारियों की यत्नी है लेकिन क्या छोटे कर्मचारियों को जो मामान्य सुविधाएं उपलब्ध हो सकती है वह सुविधा उन्हें आप ने उपलब्ध कराई हैं? क्या उन के लिए मावाम की सुविधा है? क्या उनके बच्चों की शिक्षा की उचित व्यवस्था है? आपका कहना है कि वे फ़स्ट्रेड रहते हैं और इसी कारण इन्हें मारे ऐक्सीडेंट्स बर्गेरा होते हैं। यह सही नहीं है आप उनकी दशा सुधारे इन ऐक्सीडेंट्स में 17 बडे गम्भीर ऐक्सीडेंट्स हुए हैं और 9 साधारण ऐक्सीडेंट्स हैं इनमें लगभग डेढ़ दो करोड़ रुपये की हानि रेल मत्तालय की हुई है। रेल मत्तालय अगर थोड़ा सा ध्यान इन छोटे कर्मचारियों की तरफ ध्यान दें तो इस हानि से बचा जा सकता है। छोटे कर्मचारियों की जहा विभिन्न कठिनाईया है वहा मंत्री महोदय को मालूम होगा कि उनके बडे बडे अधिकारियों के पास बगला पूर्ण है। मेरी समझ में नहीं आता कि इन बगलों पूर्ण का क्या अर्थ है? इन के ऊपर लगभग 1 करोड़ रुपये का खर्च हो रहा है यदि कुछ काम ज्यादा हो तो आप बताए कि कितना खर्च हो रहा है? अगर उन को बगलों पूर्ण रखने हैं तो अपने निजी खर्च से रखें। बगलों पूर्न प्रोवाइट करने की क्या जरूरत है?

इसी नहर में स्टाफ कार के ऊपर भी 70-80 लाख रुपये प्रति वर्ष का खर्च आता है। इन स्टाफ कारों का उपयोग अधिकारी लोग अपने भौज के लिए करते हैं और इधर उधर उनमें घूमते हैं। अगर इन केवल दो चीजों के ऊपर ध्यान दिया जाय तो काफी कमी खर्च से हो सकती है। इसी प्रकार दूसरी प्रकार के भी बचत के ढग हो सकते हैं। पश्चिम रेलवे खेत्र की दो तीन बातों की ओर ध्यान दिलाना चाहूँगा? अजमेर और सड़कों के बीच से भीलबाड़ा में, चितौड़ में, निम्बाहैन्डा में और उदयपुर में चार चार सीमेंट फैक्ट्रियां हैं। उन का लोहा इतना ज्यादा रहता है कि आवागमन

में बड़ी दिक्कत रहती है। यात्री गाड़ी को घंटे घंटे और दो दो घंटे अनेक स्थानों पर पड़े रहना पड़ता है। यात्री को 100 मील की यात्रा करने में 7-8 घंटे लग जाते हैं। मैं पूछना चाहता हूँ इस यूज़फुल लाइन को क्या आप बड़ी लाइन में कन्वर्ट करना चाहते हैं? अगर इस को आप बड़ी लाइन में कन्वर्ट कर दें तो बहुत उनम होगा और जब तक यह न हो एडीशनल सुविधा में देन की यात्रियों के लिए दे तो वह की यह समस्या हल हो सकती है। मैं देन के बारे में इस स्टेशन में चढ़े इसकी माग बहुत दिनों से चली आ रही है।

इन्दौर दाहोद लाइन के बारे में मैंने एक प्रश्न पूछा था तो मंत्री जी ने कहा था कि हमारे पास फंड्स की अवैलेविलिटी नहीं है, इस कारण हम इन्दौर दाहोद लाइन का काम नहीं करना चाहते। लेकिन दूमरी लाइनों पर काम हो रहा है। इन्दौर से दाहोद की लाइन बने तो उसके अन्दर काफी पिछड़े क्षेत्रों का विकास हो सकता है। अगर यह सुविधा दी जाय तो ज्ञानुभागिनों का और धार जिले का तथा मध्य प्रदेश के उस भाग का जहां आदिवासी रहने हैं काफी विकास हो सकता है। इस के ऊपर मंत्री महोदय ध्यान देंगे तो एक बहुत बड़े क्षेत्र का काफी विकास हो सकेगा। इससे मध्य प्रदेश का सीधा सम्बन्ध गुजरात से होगा। वहा रेलवे को भी काफी आर्थिक लाभ होंगा। गुना मक्की लाइन अधूरी है उसे आप शीघ्र पूरा करें।

कई स्थानों पर छोटी छोटी मांगें कर्मचारियों की है यह भी पूरी नहीं हुई है। अभी भोपाल के पास एक स्टेशन है जहां असिस्टेंट स्टेशन मास्टर को रहने के लिए स्थान नहीं मिला। आपका इतना बड़ा संगठन जिस के 50 डिवीजन हैब्यार्टर्स हों, 9 जोनल आफिसेज हों, उस के बाद भी कर्मचारियों को रहने के लिए

ठीक से स्थान न मिले यह सोचने की बात है। आज टीज की क्या दशा है? उन्हें रनिंग स्टाफ में न लेने का क्या कारण हैं। उन्हें रनिंग स्टाफ में लें यह मेरी मांग है। जो गार्ड्स की क्या दशा है। खामकर माल गाड़ी के गार्ड्स को बरसात में भीगते हुए जाना पड़ता है। उम के लिए ठीक से बैठने की व्यवस्था भी नहीं है। उनके कैबिन में रोशनी का प्रबन्ध नहीं, मैं समझता हूँ मत्री महोदय इन में भी सुधार लायेगे।

छोटी गाड़ी अर्थात मीटर गेज में चलने वाली गाड़ी में जो आपके जो स्लीपर कोवेज और टायर के डिव्डे हैं वह इतने खराब और बोंदे हैं कि उनमें यदि आप उचित परिवर्तन करें तो बहुत अच्छा होगा। आज यदि कोई आदमी अपने पैर लम्बे करके उन में सोना चाहे तो नहीं सो सकता है। उसे इस तरह जाना पड़ता है जैसे पिजरे में बन्द कर दिया गया हो यात्री भाड़ा बढ़ाने के साथ आपने कभी इन सुविधाओं पर ध्यान नहीं दिया यदि इन नई व्यवस्थाओं के साथ आप उस को भी ठीक करने का प्रयत्न करें तो मैं समझता हूँ जो आप ने इस दिशा में कार्य शुरू किया है उस के अंदर काफो सुधार हो पाएगा। अन्यथा आज का यात्री और परेशान होगा उसके सकट बढ़ेंगे। आज कई स्टेशनों पर शेड्स नहीं हैं, जैसली नहीं है इनकी व्यवस्था हो।

रत्नाम डीजल शैड और नीमच लोको गेड के कर्मचारी अपनी कुछ मांगों को लेकर अधिकारियों से मिलते रहे हैं लेकिन उन की मांगें आज तक मानी नहीं गई हैं। उन को हर तरफ से दबावा गया है। रत्नाम डीजल गेड के कर्मचारी परेशान हैं, दुखी हैं, जैसे कि कई माननीय मदम्यां ने अपने विचार व्यक्त किए आप उन से दबाव से कहना चाहते हैं कि किसी निश्चित संगठन के साथ जिसे आप चाहते हैं, वह आये, लेकिन उस संगठन के साथ वह अपना हित नहीं समझते हैं तो उन को जिस संगठन के साथ वह रहना

[डा० सकमी नारायण पाण्डेय]

चाहे उस के साथ रहने की स्वतन्त्रता दर्शी चाहिए और इस सगठन के माध्यम से या निजी तौर से भी उन की मागों को आप सुनेंगे तो उन की बठिनाइया दूर होगी। केवल आपके इशारे वाले सगठन से कर्मचारियों का हित नहीं है। उन्हें किसी भी सगठन के साथ रहने की आजादी होनी चाहिए।

रत्नाम के डीजन शैट के विनार की बात स्वीकार भी जा चुकी है नेकिन विनार का काम कुछभी नहीं हुआ है। इसी तरह नीमच के लोकों शेड के विन्टर की बात भी कही गई है। वह भी पूरी ही है। मध्य प्रदेश जो एक पिछड़ा हुआ राज्य है उसके अद्वार कई स्थानों पर रेलवे लाइन भी माग है जिस के लिए मैंने बटौरी के प्रस्तावों द्वारा माग रखी है। उन को आप देखेंगे और उन की तरफ ध्यान देंगे तो मैं समझता हूँ कि रेल विभास की दिशा में काफी काम कर सकेंगे। अन्त में इस निवेदन के साथ कि रेल कर्मचारियों की बोनस की माग स्वीकार करे आर तृतीय श्रेणी के यात्रियों पर बदाया गया किंगया व मामान्य जनता पर अन्य वृद्धि म बढ़ने वाले बोक्स स्वरूप वृद्धि को वापिस न।

श्री कृष्ण चन्द्र पाठे (खलीलाकाद) मर्यादित मैं अपने नए रेल मंत्री को हार्दिक नथा देता हूँ। उन से देश को, जनता को आर रेलवे कर्मचारियों को बड़ी बड़ी आशा है। मैं चाहता हूँ कि उनकी आशाएं पूरी हो।

बारावकी से समस्तीपुर तक छोटी लाइन को बड़ी लाइन में बदलने की माग बहुत दिनों से चली आ रही है बड़ी खुशी की बात है, पिछले दो सालों से रेल मतालय न उस माग को स्वीकार कर किया है परन्तु जब रेलवे बजट को मैंने देखा तो उसमें मुझे बटा ही दुख हुआ और बड़ा ही क्षोभ हुआ कि दो तीन प्रदेशों को जोड़ने वाली यह बड़ी लाइन जिस का आश्वासन सदन में दिया

जा चुका है उसका बजट शूल्य के समान है उम बजट को देखते हुए यह अनुमान लगाय जा सकता है कि बारावकी के समस्तीपुर की छोटी लाइन को बड़ी लाइन बनाने में लगभग पचास साल लग जाएंगे।

भट्टनी में मडुवाडीह छोटी लाइन को बड़ी लाइन में बदलने का सर्वेक्षण इस लाइन के साथ ही हुआ था। परन्तु उस के बाद जो सर्वेक्षण किए गए वे बड़ी लाइन में परिवर्तित हो गए और भट्टनी से मडुवाडीह का सर्वेक्षण पता नहीं कहा किस टोकरी में पड़ा नहै, भगवान जान। मैं मत्री महोदय से निवेदन करना चाहता हूँ कि उस पिछडे हुए प्रदेश की ओर ध्यान दे और उस गरीब इलाके के ऊपर ब्रपा करे जिस में वहाँ की जनता भी इस देश में उन्नति बर सके।

रेल विभाग म हिन्दी की बड़ी उपेक्षा हुई है। नो रेल मत्री जी मे हिन्दी भाषियों को बहुत बड़ी आशा है। रेलवे म एक हिन्दी विभाग खोला गया था और गृह मतालय से एक कर्मचारी वहाँ नियुक्त हुए थे। अब पता चल रहा है कि उम कर्मचारी का इस नाते निकालने की कोशिश की जा रही है कि वह रेलवे का कर्मचारी नहीं है, गृह मतालय द्वारा नियुक्त है।

दूसरी बात मैं यह कहना चाहता हूँ कि गोरखपुर वर्कशाप का और अधिक विस्तार किया जाना चाहिए जिस किया जाना चाहिए जिस से वहाँ के स्कूलों के निकलने वाले गरीब पढ़े लिखे विद्यार्थियों को सेवा का अवसर दिया जा सके। गोरखपुर के सिगनल वर्कशाप का विस्तार करने का आश्वासन इस सदनमें दिया गया है। हमें आशा है कि उस का विस्तार किया जाएगा।

रेलवे के अन्दर एक ही विभाग मे एक हो स्थान पर कलास बन के अधिकारी दस वर्ष से भी अधिक दिनों से काम कर रहे हैं जिससे

क्लास थी और क्लास फोर के कर्यवाचियों
को नाना प्रकार से वह परेशान किया करते
हैं। मैं भवी महोदय से अपील करना हूँ कि
ऐसे कर्मचारी जो दम माल में अधिक दिनों से
एक ही स्थान पर एक ही रेलवे में काम करते
हुए हैं उनका स्थानान्तरण किया जाना। वाहिंग
जिस से रेलवे की व्यवस्था, नियम और कानून
सब कायम रहे।

एक महत्वपूर्ण मार्ग मेरी यह है जिसने लंबे विभाग मे स्वास्थ्य की सुविधाएँ बहुत बढ़ा दी। स्वास्थ्य को सुविधाएँ आर अधि, म अधिक उपलब्ध की जानी चाहिए और यह मी देखा जाना चाहिए कि डाक्टर लोग दवा को बेच तो नहीं दे रहे हैं। डाक्टर दवा का दुर्घटनाक तो नहीं बार रहे हैं, इस पर मी ध्यान देना चाहिए।

दूसरी बात यह है कि रेलवे म अन्ते
खिलाड़िगों को स्थान दिया जाता रहा है
और उनके सेवा करने का अवमर दिया जाता
रहा है। पिछले दिनों में इसका महत्व
कम हो गया है। मैं चाहूँगा कि दधर भी मत्री
महोदय ध्यान दे।

एक सब से महत्वपूर्ण माग यह है कि रेलवे इनफार्मेल कन्सलटेटिव कमेटी की मीटिंग से जो 24 नवम्बर 1972 को हुई थी मैंने माग की थी और उससे पहले भी दो रेल मन्त्रियों से—श्री हनुमतैया जी और श्री पाई जी—माग कर चुका—कि मेरे यहा खलीलाबाद स्टेशन का लेटफार्म दर्क्षण की तबद्दि है उस को उत्तर की तरफ कर दिया

जाय। लेकिन मुझे आश्वय के साथ कहता पड़ता है जी० एम० रेलवे मुझे जवाब देते हैं कि खलीलावा के दक्षिण की तरफ विद्यायानी और वनियावारी गाव है इस लिए प्लेटफार्म दक्षिण की तरफ रहना चाहिए। मैंने स्टेशन पर पता लगाया कि क्या कोई अधिकारी वहा जाव करने के लिए आये तो मालूम हुआ कि कोई नहीं आये। मैं आप से अपील करना चाहता हूँ कि पूरा खलीलावाद कस्वा, बैक तहसील ब्लाक सारे कालिज, मार्केट, एंप्रोच रोड, सब उत्तर की तरफ है लेकिन रेलवे प्लेटफार्म दक्षिण की तरफ है। इस पर ध्यान देना चाहिए और शीघ्र वार्ष्यात्मी करनी चाहिए।

खलीनावाद रेलवर्स्टेशन पूर्वचल का
एक बहुत महत्वपूर्ण स्टेशन है। यह पूर्वचल
ना एक बहुत महत्वपूर्ण औद्योगिक स्थान है।
मैंने मार्ग की थी कि १ अप्रैल और २ डिसेंबर
रक्जायतोंयाक्षियों को दिन में वहाँ उत्तरने
की गुरुविधा हो सके। इससे उम्मेदेव का बहुत
कल्याण होगा।

एक महान्पूर्ण भाग यह है जिसे हमारे अनपूर्व समद सदस्य ने हमारे भूतपूर्व प्रधान मंत्री माननीय लालबहादुर शास्त्रीजी से भी की थी। ८०-८१ रेलव टेंशन होते हुए बखिरा भैंदावल, माथा वावामी डुमरियागंज होते हुए एक रेल लाउन नौगढ़ नक बिलाई जाए। इस सम्बंध में मैंने रेलव बोर्ड को एक पत्र लिखा था, लेकिन अभी तक उस पर कोई कार्यवाही नहीं की गई है। मैं निवेदन करना चाहता हूँ कि रेलव मंत्री जी इस पर ध्यान दे।

एक अन्य रेलव लाइन, जो पूर्वाञ्चल की
मरमे महत्वपूर्ण मार्ग है सहजनवा से
पीपरीली, कंडीराम, बढ़हलगज होते हुए साह-
गज तक बढ़ाई जानी चाहिए।

एवं श्रीर महत्वपूर्ण माग है—इसी मदन में पिछले 28 अगस्त को हमारे माननीय रेल मंत्री जी ने आश्वामन दिया था और पुरे

[श्री कृष्ण चन्द्र पांडे]

उत्तर प्रदेश के समद सदस्या ने उम का हार्दिक स्वागत किया था कि शाहदरा—सहारनपुर रेलवे लाइन को उखाड़ा नहीं जाएगा। परन्तु मुझे खेद के माथ कहना पड़ रहा है उम आप्लावासन के बाबजूद भी उम रेलवे लाइन को उखाड़ा जा रहा है जिससे तमाम माननीय समद मदरव परेशान हैं सारा उत्तर प्रदेश परेशान है जनता परेशान है, उत्तर प्रदेश की सरकार परेशान है। मैं अपाल कृष्ण चाहता हूँ कि इम तरफ विपेश ध्यान दिया जाय जिससे उस क्षेत्र की जनता का कल्याण हो सके।

एक महत्वपूर्ण माग यह है कि रेलवे की जो जनीन बेकार पड़ी हुई है उस को गरीबा में बाटना चाहिए और उनका दी जानी चाहिये जो रेलवे कर्मचारी है और भूमिहीन है यहाँ दिल्ली के आस पास बड़े नगरों में सूना गया है कि लोगों ने जबरदस्ती गेसी जमीन पर कढ़ा कर लिया है। मैं अपील करना चाहता हूँ कि उस को रेलवे विभाग जनदस जल्द अपने हाथ में ले ले।

पजाब और हिमाचल प्रदेश का जोड़ने वाली एक लाइन के लिए 80 मसद सदस्या ने नियमित रेल मत्री जी म अपील की थी। नागर डैम में तलवाड़ा तक एक रेल लाइन शीघ्र बनाई जाय। मैं चाहता हूँ कि मत्री महोदय इम तरफ शीघ्र ध्यान दे।

ममत नहीं है इम लिये मैं मत्री महोदय में निवेशन करना चाहता हूँ कि इन मागों की ओर वे विशेष ध्यान दे तथा गरीबों को जमीन आटने के लिए शीघ्र व्यवस्था करें। इन शब्दों के माथ मैं इस बजट का हार्दिक स्वागत करता हूँ।

SHRI N K SANGHI (Jalore). Whenever the Budget is presented the teeming millions of the country are watching two things, whether the fares and freights are going up and whether the railway administration is going to provide better amenities. These are the two aspects that the average man in the country is concerned. What we find is that the fares and freights are going up in some way or the other and the facilities that are needed by the common man are not coming up. I have the good fortune of being elected to this House since 1967. During the period of last six years I have seen six Union Ministers taking charge of the Railway Board. We had Shri C M Poonacha, followed by Shri Ram Subhag Singh and then Shri Gulzarilal Nanda came and then Shri Hanumanthaiah and then Shri T A Pai for a short time. I welcome Mr Mishra, who is now holding this portfolio and I hope he will give some new directions and show some new way to the railways in the country. Whenever any Minister took charge, he was thinking of the railway administration in a particular manner. Shri Nandaji emphasised on such matters as savings in cost and fuel saving from thefts, stoppage of pilferage in Mugalsarai Yard and better association of social workers and legislators with the railways. When Shri Nandaji took charge of this Ministry there was a parallel organisation that has been created in the Railway Board to look after these arrangements which Shri Hanumanthaiah had come to the conclusion that the railways were slack because they were having so many gauges, narrow, metre-gauge and broad gauge. He had taken a policy decision to have one gauge and that was the new direction he gave. Immediately he went ahead with the work of conversion of the Guntakkal-Bangalore line from metre gauge to broad gauge. We are 55 crores of people and when we find that a particular Minister takes up a new work in his own State list, we have some doubts. That is why we

feel that an over all system of having a consistency has been lacking what we want to know is whether any new light, any new direction has been given to the management in restructuring the administration of Railways?

Rajasthan and Gujarat have about 10,000 km of M.G. line out of a total of 25,000 kilometres of metre gauge railway line in India. Rajasthan and Gujarat have been divided in two separate zones, the Western and Northern railway zones. Because of the two metre gauge lines falling in two different zones a lot of bottle-necks at junctions of zonal railways are created and we should see how we can avoid them. I do not say that we should not have new lines. An average man in this House and outside would agree that in case the lines of one gauge are brought into one zone it will add to efficiency and economies and there will be less of bottlenecks. Secondly whenever these matters relating to metre gauge lines are discussed, it is usually the General Managers, who discuss things at their level, it is not the divisional Managers. The General Managers of the zonal railways are always observed with the idea that they must look after the broad gauge problems because that is the basic or major outlay in their zonal organisation. That is one basic reason why the metre gauge railways suffer. The Railway Minister should consider whether it will lead to efficiency if practically one third of the total railways in India, the metre gauge railways are brought into a separate zone.

In the Budget we have been told that the railways are suffering losses because there is of uneconomic line and they have said that as many as 77 such uneconomic lines are there. For the last five or six years we have been told that the railways were losing on uneconomic lines. I quite visualise we must have some alibis and we must put some responsibility somewhere for the continuing losses. I tabled a question asking the Railway Minister whether Government are

considering the question of closure of certain Branch Railway Lines as they are considered uneconomic and that the States which are served by these Branch Lines have been asked to convey their views on the subject. The hon. Minister replied that three uneconomic branch lines that are being considered for closure and for which references were made to the State Governments for their views are Laturi-Ranisnal on North East Frontier Railway, Kunkavav-Derdi on Western Railway and Gwalior-Shivpuri on Central Railway.

17 hrs.

Further, Sir, they have said that these Railway lines have been closed. Basic important answer they have given is that for determining the financial viability of a Branch line the following elements are considered:

- (i) Earning of the Branch Line proper.
- (ii) Additional earnings accruing to the Main Line on account of Branch Line minus any loss due to short circuiting or diversion of traffic.
- (iii) Expenses of the Branch Line proper.
- (iv) Additional expenses for carriage of new traffic generated on Main Line.

I think it is a bogey that has been created that uneconomic lines are losing heavily.

On page 11 of The Economy Survey it has been said, the basic reasons for the expenditure on the particular Section consist of three parts:

1. Expenses which have been identified directly on the Section—salaries of staff cost of living, etc.
2. Cost of maintenance of wagons and coaches, etc.
3. Overheads which are incurred by the Railways or the Divisions or as a whole, i.e. salaries of General Managers,

[Shri N. K. SANGHI]

Heads of Departments and all these things.

You have working expenses, direct expenses and supervisory expenses and you say that these lines are uneconomic. May I ask, if these uneconomic Railways are closed, will it help? Will the overhead expenses be removed? Certainly not. These overhead expenses cannot be reduced. Constitutional guarantees are there for the employment of supervisory staff. These over-heads will not be reduced by closing these un-economic lines.

As an example, I may give the figures of Rohtak-Sohana line:

Earnings of Branch-line (1970-71)—Rs. 4,70,000.

Expenses of Branch—Rs. 2,66,000.
Net earnings of the Branch—
Rs. 1,50,000.

On the top of it Over-head expenses are—Rs. 17,00,000.

I am sure Government will give a thoughtful idea to this matter. The over-head expenses cannot be reduced. They may not be appreciating that these Branch lines are also the life-line of the backward areas.

MR. CHAIRMAN: Please be brief. I have to see the time.

SHRI N. K. SANGHI: Sir, the Railway Minister in his Budget speech has said that the Amta-Howrah lines are being revived. Un-economic lines had to be closed and we find because of the agitation of the people we have to re-open and re-consideration of this matter has to be given.

In his Budget speech it has been said by the Hon. Minister that Howrah-Shoakhah and Shahdara-Saharanpur Railway lines are being opened up. These are also uneconomic lines. The companies were running these lines. But since they were uneconomic, they were sold out. Now due to the pressure of people, Government has given a new thought to have these new lines in the broad-

gauge. This is an example. What is the result of once closing the un-economic lines and re-opening them?

In the light of this, the Railways should give a look to the continuation of the uneconomic lines and not to close it because ultimately it will not be of any benefit. On the contrary, the development of these areas will be deterred.

I would like to draw your attention to another important point. Railways have always told that they are suffering heavy losses because of carrying low rated traffic like gypsum, sand, stone. I have taken help from professionals who are involved in the Railways and are working economics of the low-rated traffic and the high rated traffic. The figures conclusively prove that the low rated traffic brings better revenue to the Railways than the high rated traffic. Loadability of the low rated goods is—much higher in the wagon than the capacity of the high rated traffic. Though the freight charges of low rated goods like coal, gypsum, is much low, the loadability is higher and in turn the freight charges accruing to the Railways are much higher. For example for beeris, matches, wool loose, the minimum weight chargeable is 60 quintals. The freight rate is 2.48 2.82 per quintal. The freight accruing to the Railways on 1,000 k.m. run is 645, 807 and 807 rupees. Similarly, in the low rated freight we have example of coal, gypsum and salt. The minimum loadability is 22 tonnes, 24 tonnes. For coal at the freight rate of Rs. 8.72 per tonne, the freight received is Rs. 621 and for Gypsum is Rs. 1154 and for Salt it is Rs. 1038. It is for a distance of 1,000 k.ms. Thus you will observe the freight received from low rated commodities is much higher than the high rated commodities. In fact the Railways are making more money on the low rated commodities and in case they do not take care to retain this traffic, the Railways will really suffer more loss.

I would like to say to the Minister as to what has happened to the Delhi third terminal?

MR. CHAIRMAN: Some times we behave in the same manner as opposition behaves.

SHRI N. K. SANGHI: The Metropolitan Survey Team was given the task for fixing the third terminal. Lakhs of rupees have been spent in the last two years. But still no decision has been taken. First they said Safdarjung, then Brar, then Nizamuddin, then Lajpatnagar and so on. Even the Lt. Governor of Delhi, the Chairman of the Railway Board and the Chairman of the Metropolitan Council have been consulted and they have looked into the matter personally. But still no decision has been taken about the location of the third terminal. I want that an early decision should be taken by the railways in this matter. These are matters of future planning. We expect a better response and a better working from the railways. We are here to tell them what we feel. It is for the minister to give a reply to all the points we have raised.

*SHRI E. R. KRISHNAN (Salem): Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to say a few words on the Railway Budget, 1973-74.

Sir, I have been elected from Salem constituency in which you know, Sir, that with a capital outlay of Rs. 375 crores the Steel Plant is coming up. Adjacent to Salem, there is the Mettur Electricity Scheme which has helped in the establishment of many industries in this area. In fact, the infra-structure for the industries in this area is so strong that there is vast potential yet to be tapped. With the laying of New Salem-Bangalore line, the products of Central Defence establishments, and other public and

private sector units in Bangalore are transported to Kerala and south-west parts of Mysore State through Salem. From Neiveli the lignite has to reach the Salem Steel Plant. At present, the Divisional Headquarters of Southern Railway is located in Olavakkot, which is not a central place. In consequence, there is the possibility of bottlenecks being created in industrial growth in and around Salem and even now there is inordinate delay in resolving many transport problems. Many times in the past the necessity for having Divisional Headquarters in Salem has been brought home to the Ministry of Railways. The people of this area are prepared to give whatever land is required for this purpose near Salem Junction. As early as 1956 the decision to locate the Divisional Headquarters in Salem was taken but for reasons unknown to me this decision has not yet been implemented. The Olavakkot Division covers a distance of 686 kms. from Jolarpet to Mangalore and proper control and supervision is not being exercised in view of the unwieldy jurisdiction. I would urge upon the Ministry of Railways that immediate and earnest efforts must be made to locate the Divisional Headquarters in Salem.

Near Salem Junction, there is a level crossing of about 300 yards connecting Old Suramangalam and New Suramangalam. On account of transport congestion in this railway track, the people of the area are greatly handicapped in their movement. I would request the hon. Minister of Railways to have an overbridge in this area at the earliest.

In Dharmapuri District in no place the West Coast Express halts and the people of this district are to trek a long way to catch the train. The West Coast Express must halt at least for a minute in Morappur. There is also urgent need for an overbridge in Morappur.

*The Original speech was delivered in Tamil.

[SHRI E. R. KRISHNAN]

Recently, the Prime Minister laid the foundation stone for a tube-railway in Calcutta at an expenditure of Rs. 140 crores. The surveys for metropolitan tube-railways in Delhi, Bombay and Madras are also being undertaken. The people of Madras are enviously awaiting the implementation of this scheme, which will go a long way in solving their transport problems. At this juncture, I came to know that a senior Railway official of the Southern Railway, Shri Hari Sinha, has expressed some doubts about the feasibility of this scheme in Madras. This might not be true, but still it has created some serious misgivings in the minds of the people of Madras city. It has created discontentment among them. In order to remove this discontentment and also to solve their day to day transport problems, the Railway Ministry should implement this metropolitan tube railway scheme as early as possible.

I am proud to say that Indian Railways is the biggest in Asia and occupies fourth place in the whole of the world, employing 17 lakhs of people in 700 categories. As compared to 1950-51, in the year 1972-73, there is 88 per cent increase in wagons, 83 per cent increase in passenger coaches, 140 per cent increase in freight revenue, 238 per cent increase in passenger-fare revenue. While this is to be complimented, it is really regrettable that murder on the railways during the past three years has gone up by 90 per cent, dacoity by 69 percent, theft of things belonging to the passengers by 71 per cent. In 1973-74 a sum of Rs. 19.82 crores has been located for Railway protection force. But last year a sum of Rs. 13.5 crores had been given as compensation in settlement of the claims for the loss or damage to goods sent through Railways. While the railway property has been stolen in 1971-72 to the tune of Rs. 62.04 lakhs, the theft of goods belonging to general public has

been of the value of Rs. 1.73 crores. Even 2 per cent of the culprits has not been arrested by the R.P.F. Some effective measures are to be taken including strengthening of RPF and also the removal of undesirable elements in the RPF itself. The casual labour of 3,30,000 out of the total of 17,00,000 must become a permanent labour force of the Railways.

While paying my humble tribute to the performance of the Railways, I request the hon. Minister to take some concrete steps on the points I have made.

With these words, I conclude.

SHRI S. B. GIRI (Warangal): Sir, the railways is the biggest public sector undertaking in our country, employing more than 12 lakh people. Even after 25 years of independence, though it is supposed to be a nationalised industry, it cannot be called so in the real sense of the term unless the workers are participating in the administration of the railways at all levels. Being a government undertaking, it must be a model employer. Yet, while we are all talking about socialism, it is a fact that the workers are completely denied the right of administration in the railways. I hope the Railway Minister, while replying to the debate, will definitely give an indication that the workers will also be participating in the administration of the railways at all levels very soon.

The railways should be treated as an industry and not as a government department. Unless that is done, the efficiency of the railways will not improve. The railways is a commercial organisation and an industry. So, the service conditions of the railway employees should be quite different from that of the Central Government employees. I do not understand why the service conditions of the employees of an industry should be linked with that of the Central Government. This is one of the demands of the recognised labour in the railways for

which they have been agitating. I support that demand and I hope that the Railway Minister will agree to it.

There are two recognised unions in the railways. When we are talking of one union in one industry, I do not understand why two unions should be recognised in the railways. When there are two unions, there will always be trouble, because when one union makes one demand the other union will try to sabotage it. Therefore, in the interest of good industrial relations, there should be only one recognised union, and that should be decided on the basis of secret ballot. Otherwise, it will be against the spirit of the Industrial Relations code of Discipline and the present policy of the Government of India.

This is an industry where there are employees who have been working continuously for the last 5 to 20 years and yet they have been treated as casual labour. They work for more than 8 hours and they are paid less than an unskilled worker in the railways. This is naked exploitation of the poor workers. I thought that after the mid-term elections of 1971, with its special emphasis on *garibi hatao*, these casual workers will be absorbed permanently, but nothing has been done so far. If you want to do justice, if you want that these workers should be treated as human beings, they should be paid at least the minimum amount—the amount that an unskilled permanent worker is getting in the Railways.

I would like to mention another thing. In the Railways, which is the biggest nationalised industry, the workers must be treated as human beings. Some friends were mentioning that the Railway Board officials—I do not blame all of them—at least some bureaucrats do not have any sympathy as far as human beings are concerned. They are treated only on bureaucratic lines—This should be put an end to...I have not even completed.

MR. CHAIRMAN: You have taken 5 minutes. You have only two minutes more.

SHRI S. B. GIRI: I suggest to the Railway Minister and the Government of India that the old bureaucratic officials who are still there in the Railway administration and on the Railway Board or on the different Zonal Railways should be given training as to how they should treat and behave with the workers. This is a very important thing. I think, unless this is done, there will not be efficiency in the administration and the workers will have no confidence in the administration or in the Government. I once again repeat that there should be a training programme for these officials. The railway officials from top to bottom should be trained. There should be some training schemes and programmes for these officials.

Now, I would like to mention some problems with regarding to the South Central Railway. In 1960, in the Secunderabad Division of the South Central Railways, 30 workers were removed and their only crime was that they participated in the 1960 general strike. Only about a year ago, because of constant representations by the Unions and other leaders, 21 workers were taken back on duty and they were re-employed. Some 5 workers are still to be re-employed. I, therefore, submit—I have represented to the Railway Minister and also to the Railway Board officials—that these 5 workers should also be re-employed; there should be no discrimination. When you decided on a policy to take back all the workers and to re-employ them, then, this should be adhered to. So, the remaining 5 workers in the Secunderabad Division of the South Central Railways should be immediately re-employed. At least for the purpose of retirement benefits, the workers who were re-employed in 1971, must get all the benefits. I appeal to the Railway Minister to see that these workers when they retire—they will be

[SHRI S B GIRI]

retiring within six months or one year—get all the benefits like continuous service etc

There is another point, to which I would like to refer. I have made a representation to the Railway Minister on this point. There were criminal cases against a number of workers, because, they went on strike in 1960. All these workers were acquitted and some of them were given full pay. But, some of them, about 40 workers were treated in a different way. This discrimination must be removed. This is my submission.

There is also another problem. A number of senior employees are being denied promotion. I will quote one example.

"While on all the Zones, the post of Compilation Officer is operated in the Statistical Departments, the South Central Railway has lapsed the post for no obvious reason thereby depriving the senior-most Class-III staff of the only channel of promotion. The present incumbent of Office Superintendent of the Statistical Branch, South Central Railway is an ex N S Railway employee with 30 years of service in the supervisory ranks. There is no justification for denying this post to him."

I have just given this example, so far as the question of promotion is concerned. When the Third Pay Commission gives some benefits to employees, the cases of the ex N S railway employees should be considered. I have certain other submissions to make.

MR CHAIRMAN You can send it to the Railway Minister, and after that, you can have a talk with him also.

SHRI S P GIRI I would like to mention one thing about my constituency. Warangal city is the biggest marketing centre in the Telengana Region. Work on the construction of

the over-bridge was about to be started, when there was a stay application. Now, the stay has been vacated. The construction work on the over-bridge should be immediately taken up, because, there is lot of congestion. Once the railway gates are closed there is traffic jam. So, this work should be taken up immediately.

My second suggestion is that Warangal being a very big marketing centre in the Telengana area, the railway station should be re-modelled.

I thank you very much for the opportunity given to me to speak on the Railway Budget.

श्री भनी राम गोदरा (हिमार) :

मुझ से पहले बहुत से मेम्बरों ने इस बजट की नुकाचीनी भी की है और वही तरह के सुझाव भी दिए हैं। लेकिन मैं ज्यादा कुछ नहीं कहा क्योंकि नुकाचीनी वाली बाते पिछले साल भी वही गई हैं, उससे पिछले साल भी आर दस माल पहल भी वही गई। हरियाणा के मामले में एक बात मैं जरूर कहूँगा। कुछ मेम्बरों ने बहा है कि उनके हल्का के बहुत से लागा न रेल गाड़ी देखी भी नहीं हैं। अगर मैं यह कहूँ कि हरियाणा के अन्दर लागा न रेल गाड़िया देखी जरूर है तो लेकिन रेल गाड़ी पर बैठे चढ़े नहीं हैं तो आपको यह बात बहुत अजीब लगेगी। लेकिन यह सच बात है जितनी भी गाड़िया हरियाणा में से गुजरती है वे दनदनाती हुई गुजर जाती है लेकिन लोग उन से चढ़ नहीं पाते हैं। कोई पश्चिम में, कोई पूर्व में, कोई उत्तर में और कोई दक्षिण में सीधी निकल जाती है। हरियाणा के किसी आदमी को उन पर चढ़ने का मौका नहीं मिलता है। एवं भी आब लाइन वहा नहीं है। परीदाबाद से दिल्ली और सोनीपत से दिल्ली और गुडगाव से दिल्ली लोग आते जाते हैं लेकिन मैं यह समझता हूँ कि

ये लाइनें और ये गाडियां दिल्ली बालों के लिए हैं, हरियाणा बालों के लिए नहीं। हरियाणा बाले इनमें चढ़ते नहीं हैं। यहां जो नौकरी करते बाले हैं या जो विजिनेसमैन हैं वे ही उन में चढ़ते होंगे। एक स्टेट के अन्दर जहां बहुत सी लाइनें निकलती हैं एक्सप्रेस और मेल ट्रेज दौड़ती हैं उसी स्टेट के किसी बाशिन्दे को उन में चढ़ने का मौका न मिले और उस ने उन में चढ़ कर न देखा हो तो यह कितनी अजीब बात है। लेकिन है यह सच बात।

मैं जानता हूं कि जितनी रेलवे लाइनें अंग्रेजों ने बनाई वे फौजी यूनिट को आसान बनाने के लिए और उसको जारी रखने के लिए बनाई और जनता की भलाई उनके दिमाग में कभी नहीं रही। लेकिन आज देश में प्लानिंग और डिवेलोपमेंट का काम हो रहा है। और हरियाणा में भी हो रहा है। आप अंदाजा लगाएं कि पञ्चीस लाख टन अनाज हमने हरियाणा से पिछली बार सेंटर के पूल में दिया। इस साल तीस लाख टन हम दे रहे हैं और जिस तरह से हरियाणा का डिवेलोपमेंट हो रहा है मैं उस हिसाब से आपको विश्वास दिलाता हूं कि अगले चार साल के अन्दर अन्दर हरियाणा साठ लाख टन अनाज देश को देगा। जिस स्टेट के अन्दर 70 और 80 के बीच में बड़ी बड़ी नई मंडियां बनी हों उन मंडियों को बांच लाइनों से कर्तव्य न जोड़ा जाए तो सारी की सारी पैदावार किस तरह से एक जगह से दूसरी जगह लाइ ले जाई जा सकती है, इसका आप अंदाजा लगा सकते हैं। ट्रकों से उसको लाया जाए तो महंगा किराया देना पड़ता है। इस तरह से अगर उसको देश के किसी भाग से भेजा जाता है, जहां अनाज की कमी है, वहां

भेजा जाता है तो जिन लोगों को आप अनाज पहुंचाना चाहते हैं उनको सस्ता अनाज कैसे मिलेगा, यह आप स्वयं हमें बताएं। हरियाणा में एक भी भी बांच लाइन नहीं है। सभी और लाइनें जाती हैं लेकिन हरियाणा के बाशिन्दों के बासने या उनके भाल को ले जाने के लिए वे नहीं हैं और हरियाणा बाले उन से फायदा नहीं उठा सकते हैं। इसलिए जरूरी है वहां पर बांच लाइनें बनें ताकि जो ज्यादा पैदावार हो उसको आसानी से भेजा जा सके और लोगों को फायदा हो।

हरियाणा की पैदावार को देश के दूसरे भागों में पहुंचाने के लिए मैं कुछ नई लाइनें, बांच लाइनों का सुझाव देना चाहता हूं और प्रार्थना करता हूं कि उनको जल्दी से जल्दी खोला जाए।

रोहतक से भिवानी के लिए एक ब्राड गेज लाइन खोली जाए। भिवानी आज ये पंद्रह बीस साल पहले राजस्थान का दरवाजा था कामर्स की दृष्टि से। कामर्स की दृष्टि से जितना काम राजस्थान में होता था भिवानी की माफ़कत होता था। आज वह नार्दन इंडिया का बहुत बड़ा कर्मशियल सैटर इसलिए नहीं है और उजड़ चुका कि वहां पर ब्राड गेज लाइन नहीं है। वहां का सारा विजिनेस ठप्प हो गया है। मैं प्रार्थना करूंगा कि रोहतक से भिवानी तक एक ब्राड गेज लाइन होनी चाहिये।

जींद, उकलाना, फतेहबाद, सिरसा, यह भी एक नई ब्राड गेज लाइन होनी चाहिये। भाखड़ा नहर जब बनी थी उस बहत एक बात कही गई थी कि भाखड़ा कम्पल्मेंट के अन्दर इतनी ज्यादा पैदावार होगी कि उसको इधर उधर से जाने के लिए नई मंडियां और नई

[श्री मन्त्री राम गोदरा]

ब्राच लाइनें खोलनी पड़ेगी। सिरसा, उकलाना, फौहबाद, जीद का जो इलाका है उसके अन्दर सब मे ज्यादा अच्छी स्टेपल की काटन होती है और उस काटन को सारे देश के अन्दर जहा भी बड़ी बड़ी मिले है, ले जाया जाता है। उसको ट्रकों के जरिये ले जाया जाता है। इसके लिए यह बहुत जरूरी है कि इस नई ब्राडगेज लाइन को बनाया जाए ताकि इस उच्च कोटी की स्टेपल काटन को सारे देश के कारखानों मे आमानी से पहुचाया जा सके।

1942 के पहले रोहता से गोहाना, पानीपत रेलवे लाइन चलती थी। पचास साल से यह चलती आ रही थी। 1942 मे एमरजेंसी के कारण अग्रेजो ने और साथ ही साथ इकोनीमी के कारण अग्रेजो ने उस लाइन को बन्द कर दिया। उन्होने उस बत्त इसको जरूरी नहीं समझा। आप भी शायद जरूरी नहीं समझते हैं कि इसको बहाल किया जाए लेकिन यह बहुत जरूरी लाइन है। रोहतक से पानीपत वाया गोहाना जो लाइन जानी है, इसको से प्रार्थना करत हूँ कि रेस्टोर किया जाए।

रिवाडी से रोहतक एक नई ब्राडगेज लाइन को भी मैं बहुत जरूरी समझता हूँ। इसकी ओर भी आपका ध्यान जाना चाहिये। इसी तरह से जगाधरी चडीगढ़ एक नई ब्राडगेज लाइन भी बननी चाहिये।

एक लाइन जो चाहे मेरे इलाके मे नहीं है हरियाणा मे भी नहीं है लेकिन जिसको मैं जरूरी समझता हूँ उस पर भी मैं जोर देना चाहूँगा। जब देश पर सकट आता है तो उस समय उससे निपटने के लिए यह लाइन बहुत जरूरी है और उस मे मैं हरियाणा को भी शामिल करता हूँ। यह लाइन नगल

तलवाडा लाइन है। जो इलाका देश की हिफाजत के लिए सब से ज्यादा जवान देता है उस इलाके का ध्यान रखने हृष्ट इस लाइन पर मैं खास तौर से जोर देना चाहूँगा।

एक पैसा भी 20-25 साल के दौरान हरियाणा के अन्दर ब्राच लाइनें खोलने के बासे नहीं लगाया गया है। यह स्टेट के हाथ की बात भी नहीं है। नैशनल हाईवे, सड़के और लिंक रोड्ज तो बन गई हैं लेकिन जहाँ तक ब्राच लाइनों का सम्बन्ध है वे तो आप ही बना सकते हैं। इस बासे मैं प्रार्थना करता हूँ कि जो तजबीजे मैंने पेश की हैं उन पर जीर किया जाए और उनको पूरा किया जाए।

[श्री श्रीकिंग भावों (सीकर)]

राजस्थान मे आजादी के पहले राजा महाराजाओं के जमाने मे 5307 किलो-मीटर लाइने बनी थी। 1947 के बाद आज तक वहा 1749 किलोमीटर लाइन ही बनाई गई है। ये तीम साल म बनी है। राजस्थान के पिछडेपन को देखने हुए, वहा के सुखे की स्थिति को देखने हुए, वहा की आवादी को देखते हुए, उसकी लम्बाई को देखने हुए यह बहुत ही असन्तोषजनक है। इस बासे मैं निवेदन करूँगा कि वहा लाइने बढ़ाने की ओर विशेष ध्यान दिया जाए और तेजी से काम किए जाए और जो बैंकवर्ड इलाके हैं, वहा ज्यादा काम किए जाए। मैं निवेदन करूँगा कि इस दृष्टि से लोकल, डिडवाना, रिंगस, दातारामगढ़ लाइन को बनाया जाए। इससे जोधपुर की दूरी घस्सी किलो-मीटर कम हो जाएगी। रक्खा की दृष्टि से यह बहुत जरूरी है। यहा खनिज पदार्थों का उत्पादन बहुत अधिक होता है और अगर इस लाइन को बना दिया गया तो इस इलाके के पिछडेपन को दूर करने मे भी आपको मदद मिलेगी।

पिछले साल भी मैंने निवेदन किया था और अब फिर करता हूँ कि बांसवाड़ा डिस्ट्रिक्ट बहुत पिछड़ा हुआ है। वहां पर लाइन बनाना इसलिए जरूरी है कि कांडला वहां से बहुत नजदीक पड़ता है। इस बास्ते खनिज पदार्थों के एक्सपोर्ट से हमें बहुत पैसा मिल सकता है। इस बात को महेनजर रखने हुए वहां पर लाइन बनाना बहुत जरूरी है। पिछले समय में मैंने एक निवेदन किया था कि कम से कम बांसवाड़े को जो 55 किलो-मीटर है वहां पर और सुविधा कुछ नहीं दे रखे हैं तो एक सुविधा यह तो दीजिए कि बांसवाड़े का जो फिनिष्ड प्राइडिक्ट है उसका लदान करने के लिए कम से कम वहां एक साइडिंग तो दीजिए। आप ने जवाब दिया था कि 7 बैगन का कुल पर मन्च का हिसाब लोडिंग का है। लेकिन मैं निवेदन करता चाहता हूँ कि यह बहुत बढ़ गया है और अब तो 70-80 बैगन पर मंच तक पहुँच गया है। आप जल्दी से जल्दी साइडिंग देंगे तो डेढ़ सौ, दो सौ बैगन पर मंच तक की वहां पर कमता है। लोडिंग के बारे में मैं निवेदन करूँगा कि आप बैगन की सुविधा दें तो महांगाई किसी हड तक दूर हो सकती है। आप को यह कहना ही पड़ेगा कि कितने दिनों में, पांच साल में या दस साल में हिन्दुस्तान के एक कोने से अगर कोई भी माल लोड करना चाहता है किसी कोने को भी तो आप 24 घंटे में बैगन उसे देंगे। यह विश्वास आप को दिलाना ही पड़ेगा।

एक सुधार में देना चाहूँगा। ट्रांशिप-मेट प्लाईट पर जब आप की मीटर गेज की गाड़ियां जाती हैं तो ब्राउनेज की गाड़ियों में जब ट्रांशिप-मेट होता है तो 6 टन का फर्क रहता है। वह ब्राउनेज की गाड़ी 22 टन के बजाय 16 टन माल लेकर जाती है। इसी तरह ब्राउनेज की

गाड़ी जब आती है तो 22 टन के बजाय मीटर गेज के 32 टन के अंदर उस का ट्रांशिप-मेट होता है। इस तरह से दस टन यह कालतू जाता है। मैं समझता हूँ कि यह 35 प्रतिशत आप की लोडिंग बचायी जा सकती है अगर आप के इंजीनियर यह कर दें कि मीटर गेज और ब्राउनेज की लोडिंग कैपेसिटी एक हो। किसी तरह से एक ही दशा में वह आ जायं तो यह समस्या हल हो सकती है।

दूसरा निवेदन मैं यह करना चाहता हूँ कि स्माल स्केल इंडस्ट्री का माल ई प्रायरिटी में बुक होता है। यह एक अन्याय है। जब कि हम स्माल स्केल इंडस्ट्री को बड़ाबा देना चाहते हैं तो उसके फिनिष्ड पीडब्लिक्स जो हैं जैसे और इन्डस्ट्री को आप ने सुविधा दे रखी है, उसी तरह से उन के लिए भी हैं। उन का भी माल भी प्रायरिटी में लोड होना चाहिए।

अब मैं आपने क्षेत्र की समस्याओं के बारे में कुछ कहना चाहता हूँ। हम लोगों के क्षेत्र की समस्याएं हल नहीं होती हैं तो हमारी भी कुछ जिम्मेदारियां हैं। हम चुन कर के आते हैं। इसलिए हमें भी जनता के सामने जवाब देना पड़ता है। उन की समस्याएं होती हैं और उन के ऊपर जो आप जवाब देते हैं वह एक रेड ट्रैफिजम के तौर पर दे देते हैं। उदाहरण के लिए सीकर के 195 नम्बर गेट पर बघेला स्टेशन पर एक गेट के लिए मैंने निवेदन किया कि वहां की जनता को उस के लिए बड़ा रोप है। वहां की जनता को असुविधा होती है और आप ने यह जवाब दे दिया कि हम गेट नहीं खोल सकते हैं। 4 सौ रुपये महीने का खर्च कुल है। तो यह इतनी छोटी सी प्रावलम हल नहीं हो सकती है, इस में क्या विकल्प आ रही है, यह मेरी समझ में नहीं आ रहा है।

[শ্রোতৃকিশন মৌলি]

ইতী তরহ হমারে মাননীয় সংসদ সদস্য পার্টি কে সেক্রেটরী শ্রী নবল কিশোর শর্মা অপনী কাস্ট্টাইট্যুন্সী মেঘ এক ভাষণ মেঘ কহ কর আগে যে কি নীম কে থানে কী শটল ট্রেন জো নিজামপুর সে রিগস তক চলনী চাহিএ উস কে বারে মেঘ পূরা পূরা প্রয়ন্ত করেঞ্চে। বহু শটল ট্রেন চলানে মেঘ আপ কোই দিককত নহীন হোনী চাহিএ। পোড়া বহুত অগৰ আপ কো নুকসান হোতা হৈ তো মী জনতা কে হিত মেঘ আপ কো যহ কর দেনা চাহিএ।

ফতেহপুর চুরু কে অন্দৰ হমারে যহাং ড্যৌড়া কিরায়া লিয়া জা রহা হৈ। বহু সমাজবাদ মেঘ এক অন্যায় হৈ। এক জগহ এক স্টেশন পর আপ সিংগল কিরায়া লেতে হৈ, দূসরে স্টেশন পর ড্যৌড়া কিরায়া লেতে হৈ, যহ উচিত নহীন হৈ। ইসলিএ মৈ নিবেদন কৰুণা কি আজ সমাজবাদ কী স্থিতি মেঘ কে অন্দৰ যহ ড্যৌড়া কিরায়া ফৌরন বন্দ হোনা চাহিএ।

ইসকে সাথ সাথ এক ছোটী সী বাত মীর মেঘ কহনা চাহতা হৈ কি আপ কে যহাং বদাল স্টেশন কে ঊপৰ জো রিবাড়ী ফুলেরা কে ঊপৰ হৈ 17 সাল সে বহাং পর জনতা ঠহৰতী হৈ মীর অব কী আপ নে নবম্বৰ মেঘ উসে বন্দ কর দিয়া। বহাং কে লোগোঁ নে হড়তাল কী, গোলিয়াঁ চলীঁ। মৈ নহীন সমস্তা কি দো মিনড কে লিএ ট্রেন রোকনে কে ঊপৰ যে সমস্যাএঁ দেসী ছোটী ছোটী ক্ষেত্ৰ পৈদা কী জাতী হৈ ?

সলেবীপুরা এক স্টেশন হৈ জহাং পর ছোটে ছোটে লোগ দস একড় মেঘ নমক কা কাম করতে হৈ। উস স্টেশন কো লোডিং কে লিএ বন্দ কর রখা হৈ। মৈ প্ৰাৰ্থনা কৰুণা কি উস কো খোলা জায়।

অন্ত মেঘ উস লোগোঁ কো ধন্যবাদ দেনা চাহতা হৈ জো রেলবে কে অন্দৰ রাত

দিন কাম কৰতে হৈ, মৈবৰ্স কো আৰ আফিসৰী কো জিন কী কি হাবী ভী যহী হৈ কি রেলবে কী তৰককী হৈ। মৈ উন মজদুরোঁ কো খাস তীৰ সে ধন্যবাদ দেনা চাহতা হৈ জো কি রাত দিন কাম কৰতে হৈ আৰ মিশ্রা জী সে বহু কহনা চাহতা হৈ কি বহু ভী বেকবড়ে এৱিয়া সে আ রহে হৈ আৰ রাজস্থান ভী বেকবড়ে ইলাকা হৈ, ইসলিএ বিহার কে সাথ সাথ বহু রাজস্থান কে ভী পিছড়েপন কো দূৰ কৰেঞ্চে।

*SHRI AJIT KUMAR SAHA (Vishnupur): Mr. Chairman, Sir, I cannot support the Budget that has been presented by the Railway Minister in this House. Every time a budget is presented in this House, it is claimed by the Ministers that it is a Socialistic budget but when we look at it we cannot discern any element of Socialism in it nor any reflexion of that outlook either. Far from giving relief to the travelling passengers, the present budget has imposed heavy burden on them. Not only this, Sir, the Budget even does not make any mention of the facts that have been incorporated in the approach paper of the Railways and Railway Convention Committee. There are many backward areas in the country which should have been provided with new railway lines for their economic development but excepting a few we find that all these areas have been ignored. It is very often said that the steam engines are slow moving but if it be so, there should have been some reference about augmentation of dieselisation or electrification of the routes, but we find that the budget does not make any mention of that. We can never deliver the goods and improve the working of the railways with a top heavy administration. For a successful operation of the railways it is necessary that the workers who actually run the train and man its services are associated with its administration. We must instil in them

*The original speech was delivered in Bengali.

a feeling that they are a part and parcel of the railway organisation. Not by bureaucratisation but by democratisation the railways can run efficiently.

Coming to the problems of my constituency, Sir, I would like to say that it is necessary to convert the Bankura-Damodar Railways into a Broad gauge line. Sir, I must say in this connection that a former Railway Minister, Shri Parimal Ghosh, had assured for a new line between Bishnupur and Tarakeshwar but the assurance has not been implemented nor any provision has been made in the present budget for the same. The South of Bankura is a mineral rich area. If we can introduce a line running through this area connecting it with Tatanagar and Durgapur, then the whole area will prosper and the resources can be fully utilised. There should also be a line from Krishna Nagar to Shikarpur via Karimpur. This line would have great strategic importance. Along with this I would suggest that the Chakradharpur-Gomoh Passenger train should be converted into an express train.

Sir, many hawkers who are in occupation of railway land are now being evicted from Bethnadarbari, Debagram, Plassey and many other Stations of the Ronughat-Lalgola section, ER and they have been served with notices. I must urge upon the hon. Minister to make arrangements for their proper rehabilitation. The unused railway line should be distributed among the landless labourers.

In this House the question of reopening the Martin Burn Railways has been raised many a times not only by the members of the opposition parties but also by the Congress Members. Even the Prime Minister in the course of her election speeches in 1971 had given some assurances for the reopening of this line, but nothing has been done so far in this respect. This is causing great suffering to the people.

The Calcutta Tube Railway project is being utilised by the Government simply as a propaganda stunt. Rs. 10 crores were sanctioned for this project but only two crores and 30 lakhs of rupees have been spent so far and practically no progress has been achieved in this regard. I would like to know how long it will take to complete this tube railway.

I hope that the hon. Minister during the course of his reply will give categorical replies to all the points that I have raised. With these words Sir, I conclude my speech.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): As the number of speakers on this side of the House is large, and it is the desire to give opportunities to as many Members as possible, I have consulted the leaders of the Opposition groups here, and the Hon. Speaker, and they have no objection, and, therefore, I suggest that we sit till 7 P.M. today and give opportunities to as many Members as possible.

SHRI NAWAL KISHORE SHARMA (Dausa): We support the suggestion.

MR. CHAIRMAN: If it is the desire of the Minister of Parliamentary Affairs and the House and the Hon. Speaker, I have no objection..

AN HON. MEMBER: And the Opposition also.

MR CHAIRMAN: Yes, and of the Opposition also. But how much extension of time does the hon. Minister want?

SHRI K. RAGHU RAMAIAH: Till 7 P.M.

SHRI K. RAMAKRISHNA REDDY (Nalgonda): It may be extended till 8 P.M.

MR CHAIRMAN No, once it has been agreed to that we sit till 7 p m we cannot extend it again

श्री कृष्ण भूषण (दिल्ली-दक्षिण)
सभापति महोदय, मैं केवल एक प्रश्न पूछता चाहता हू—विल्ली की रिय-रेलवे कब तक चालू करें। ममी महोदय जब जवाब दें तो इस के बारे में बतला दे।

SHRI P R SHENOY (Udupi) As I am expected to be very brief, I shall only narrate a few points which are uppermost in my mind without attempting to explain them in detail. It is a matter of grave concern that the railways are losing heavily in terms of crores of rupees every year due to the wanton destruction of railway property theft etc

The remedy is not the Railway protection Force or the proposed police force, but the remedy lies in the active co-operation between the railways and the concerned State Governments

17.43 hrs.

[DR SARADISH ROY in the Chair]

Just as the railways contribute to the general revenues at the Centre there must be a programme for the contribution by the railways to the general revenues of all the State Governments, and it shall be the responsibility of the State Governments to preserve law and order in the regions through which the railway lines pass in their States

It is also stated that there is heavy loss in the suburban railway system. This can be avoided by forming a separate corporation for the suburban railway system. The limited resources of the railways can be best used for the maximum benefit of the maximum number of people serving the needs of the hitherto neglected areas if Government accept the following five principle (1) Priority should be given to new lines in preference to doubling existing lines and converting gauges (2) Diesel-

sation should be preferred to electrification and the existing steam engines should be diverted to less important places where there is no heavy traffic for the time being (3) The new railway stations to be constructed by the railways should be only functional and should not be unnecessarily decorative or expensive (4) The railways should not consider that they are a world by themselves and should not think in terms of self-reliance as against the rest of the country in other words 'they should not think of constructing separate hospitals, separate schools and collages, separate playgrounds separate telephone system, separate thermal stations etc. They should try to co-operate with the other sectors working in these fields in the country (5) Whenever land is acquired for laying railway lines if it belongs to a State Government, that Government should give it free of cost to the railways, whenever a private land is involved the compensation to be paid should be only 50 per cent of the market value in view of the development that will take place around the property to be required. If necessary, necessary legislation should be brought for this purpose

One of the neglected and backward regions in our country is Konkan Pradesh. It is the only backward region in the coastal area of the country and this backwardness is mainly due to the fact that there is no railway line at all in this region. The Prime Minister has recently announced that there will be a railway line shortly between Mangalore and Apta passing through the Konkan region. There is a reference to this line in the budget speech of the new Railway Minister. He has stated that active consideration will be given to this line. In fact, from Apta to Dasgaon, the earth work has already been sanctioned. It is said that the estimated cost of this line is about Rs 330 crores, formerly it was only Rs 180 crores. But if the railways

do not take into consideration the cost of wagons and the rolling stock etc., this line can be constructed within Rs. 200 crores. It is a national line and therefore very important.

At present, there is only one line linking north and south, passing through Andhra Pradesh. There is no alternate line. If something goes wrong in Andhra, the north is cut off from the south. So this line passing through Mysore State and the west coast is important from the national point of view. It is also important from the defence point of view. The line from Apta to Mangalore should be sanctioned immediately. It should be accepted in principle and survey taken up so that the work may commence in the next five year plan period.

There is another line that is important from the defence point of view—the Nangal Dam-Talwara line. It should also be taken up.

With these remarks, I welcome the new railway budget and also the new Railway Minister.

SHRI B. K. DASCHOWDHURY: (Cooch-Behar): Mr. Chairman, Sir, I do not know how to proceed with the subject in the course of my discussion on this railway budget. But I will give you only some of the points for the better appreciation of the hon. Railway Minister.

MR. CHAIRMAN: Only five minutes. (*Interruptions*).

SHRI B. K. DASCHOWDHURY: I know that it is only for five minutes. I will make it that short. But the only difficulty is that even though I have to make a speech within a short span of five minutes, the hon. Ministers are not hearing me properly.

Sir, I have gone through the budget papers submitted by the hon. Minister for Railways. I must congratulate the Minister for having presented this gigantic budget paper,

having so many pages within the short time of his taking up office. But in the budget paper—I think it covers about 39 pages—if one goes through them very meticulously, goes through the details of this, then one will come to this understanding that in the railways' planning, there is no serious thinking as to how we should improve the railway finances. As a matter of fact, as I had been looking into these budget papers for the last few years, my own impression is that it is not possible to improve the railway finances unless there is a serious thinking regarding its reorganisation and planning as a whole.

The first thing that I would submit to the hon. Minister is whether it would be further possible to negotiate with the Government of India, in order to improve the railway finances, and get rid of the system of dividend and interest being paid to the general revenues. No doubt, the railways' property is now to the extent of nearly Rs. 3,400 crores or thereabouts. But what we find is that the railway finances are almost in the red, and this redness will never turn to green or any other colour, any other encouraging colour, unless the railway finances in general are improved.

One of the measures that I have been mentioning is that the payment of dividend and interest to the general revenues, this system, should be got rid of. First of all, it should be decided whether the railway is a 'Public Utility Service' or it is a branch of the Government or it is a Commercial Organisation'. What we find is, that the Government have also invested hundreds of thousands of crores of rupees in bigger public sector undertakings, but there, we do not have this system of dividend and interest being paid to the general revenues whether they are in the red or green or whatever colour.

Now, the plea that is coming out or the apologia that is made by the hon. Minister is that because of the high

[Shri B. K. Daschowdhury]

administrative cost, the high rate of administrative cost—DA and all these things—the working expenditure is going up. But I would submit to the hon. Minister whether they have made any particular study of this subject, to what extent there is fuel efficiency in the railway administration. The expenditure on fuel is going up, but have they made a study as to how it should be checked and whether there is scope for it. It may be to our good that with the introduction of more and more diesel locomotives we may get rid of the fuel cost, if not altogether, at least keep it up to a certain limit or to an appreciable limit.

Over and above this, what about coal supplies? Is it not possible to minimise on this coal supply also and to check whether there is any pilferage in the coal supplies? We have seen that in the Railway Convention Committee report it has been clearly mentioned that the account and the report submitted by the railways is not very much explanatory nor is it satisfactory? I do not like to go into all the wordings of the Railway Convention Committee. But they have said that in regard to claims, proper accounts have not been kept. If one calculates the claims that have been paid as compensation for loss of goods in transit, it is about two per cent, or a little less than that, of the total goods traffic earnings. If that be so, why these claims, though a little bit, have been increasing from year to year? Is it not possible to minimise that cost also so that the two per cent may come down to one per cent?

Then again there are certain forces that are working in the railway administration. Very recently, for the signalling or electronic machines and other things, one of the foreign companies, a sterling company, has been given this order. I do not like to mention the company. I have infor-

mation that one of the retired I.C.S. officials of the Government of India, a retired Secretary had his connection with that particular firm and was lobbying and pleading with the railway administration so that that particular foreign firm could get this order for the manufacture of electronic signalling system. I request the hon. Minister to go into this matter why people with such vested interests are working like this instead of placing this order with indigenous manufacturers, Indian manufacturers.

M1. Chairman, as you say that my time is up I will be concluding in a few minutes. The expenditure at the head quarters of the Railway Board and zonal railways is going on and it is high time that the hon. Minister took steps to stop this huge expansion that is going on from one year to other year. In conclusion I would mention only two points about my constituency. The hon. Railway Minister has mentioned that in the current year Rs 23.85 crores had been provided in the revised estimate for restoring and repairing the flood and cyclone affected railway lines. Out of that amount Rs. 3.59 crores is to be spent in the eastern sector. Since 1968 after the great flood, the deluge that took place in West Bengal in Jalpaiguri in North Bengal, the whole country knows that, I have been moving heaven and earth pleading with the Railway Ministry to restore that railway line Jalpaiguri-Haldibari, and Lataguru-Changrabandha in the N.F. Railway. I was pleading with the Railway Ministers and they said that it would be done. But I have not come across any instance, though all the Ministers have been saying that the flood affected railway lines would be restored, where anything has been done. So many pleas were taken for not doing it, they said the technical committee would submit its report. I have come to know that the technical committee report has been submitted a few years back and other details and

clarifications necessary from the State Government had been sent to the Railway Ministry. I would like to know specifically from the Railway Minister in the course of his reply tomorrow or some days later whether it will be done within this year, whether the hon. Minister will announce here that the flood affected railway lines will be restored. I hope the Railway Minister will come out with very specific reply to this point.

*SHRI B N. REDDY (Niryalguda): Mr. Chairman, Sir, I rise to mention about the taking up of only one railway line in the State of Andhra Pradesh. This is the line between Bibi Nagar and Nadiguda. A survey has been conducted on this line during the Fourth Plan period. This line has not been sanctioned so far. I stand up to express the anguish and regret of the 4½ crores of Andhra people for not taking up this line earlier. I request that this line should be taken up immediately.

I would like to mention a few points in favour of this line. This line connects the regions of Andhra and Telengana and I am sure would play a great role in reducing the political tensions of the day by bringing the peoples of both the regions closer. I would also add that it would provide employment opportunities for at least 15,000 people. Taking into consideration the backwardness of the region through which it runs this line merits a careful consideration. This line extends to a distance of 130 KM in Telengana and 20 KM in the Andhra regions. One more point in favour of this line is that it will reduce the distance not only between Bombay and Madras but also Hyderabad and Madras. Several representations were made by Members of Parliament of both the regions to the then Railway Minister Shri Pai to take up construction of this line.

I conclude by hoping that at least the present Railway Minister will

accede to the request for construction of this line in the immediate future along with other construction projects they may take up.

18 hrs.

SHRI SHYAM SUNDER MOHAPATRA (Balasore): Sir, I take this opportunity to bring before you the fact that South Eastern Railway and Eastern Railway carry about 60 per cent of the tonnage carried by the Indian Railways. It is very unfortunate that the demand of the people of Orissa to shift the headquarters of S. E. Railway from Howrah to Khurda Road has been totally ignored. I quite appreciate the sentiments of the people of West Bengal who will find it difficult to come from Howrah to Khurda Road. But at least chunk of the headquarters, some important departments, should be transferred to Khurda Road so that the people of Orissa, through which the S. E. Railway passes may be happy.

Though it carries almost 40 per cent of the total tonnage, there is not much improvement about expansion of railway lines in Orissa. So, I submit that the Bimlagarh-Talcher line should be constructed as quickly as possible. Also, the Jagpura-Baspani line should also be constructed as quickly as possible so that the sentiments of the people of Orissa may be satisfied. There is another proposal which the people of North Orissa have submitted, i.e. for a line from Jagpura to Jajpur and to Akhanda Mani and Chandbali, where a small port is coming up. This also should be considered quickly.

With all these things in the background, I would like to narrate certain tragic incidents which happened within a range of 20 days culminating in the deaths of more than 8 persons. I hold the RFP responsible for certain incidents. When there were linguistic disturbances in West Ben-

*The original speech was delivered

in Telugu.

[Shri B. N. Reddy]

gal and Orissa, the railway officers were not careful. A special train was run between Howrah and Jaleswar to carry the Bengali population from Orissa to West Bengal. I want to know what had happened in Orissa to warrant the railway authorities sending this special train? Was there such a situation that the Bengali population had to flee from Orissa? Within 48 hours of some stray incidents, who was that higher up in S.E. Railway who ordered this special train, which created panic? I hold him guilty of certain charges which the people will never condone. Another officer in Khurda Road zone tried to run a special train from Puri to Howrah carrying the Bengali population from Orissa to West Bengal. These bureaucrats, stiff-necked officers, do not understand the repercussions which will come afterwards. They create a situation which the Government is forced to face and we have to explain to the people that this thing and that thing happened. On the 16th evening, when the special train came to Jaleswar, there were certain students who were creating certain trouble. The RPF fired at them. They even aimed at the son of the local MLA but fortunately the boy was saved. Without caring for the Additional District Magistrate and the Assistant Superintendent of Police, the RPF carried away the wounded students in a special train to West Bengal. It creates tension. How could a small constable of the Railway Protection Force have the check, despite the order of the Additional District Magistrate, to act like this? It was a scene on the platform, with the Additional District Magistrate clinging to the wounded boy and the RPF carrying the boy all the way to the train.

I want to bring to the notice of the House another incident that took place in Hemagiri. The General Manager of the South Eastern Railways was going in a train. The wor-

kers came to represent some of their grievances before him. When the Railway Minister goes to a place, the workers generally see him to represent some of their grievances. So, what was wrong in these workers coming to see him so that they could place their grievances before him? After all, this is a democratic country. The workers are illiterate and they do not have sufficient brains. Certainly, they were emotional on some point. When the General Manager saw the crowd of workers, he requisitioned the police. What did the police do? The police people, the wooden-headed people, the wooden-hearted people, fired on the workers, killing two of them on the spot. Could the Government not have taken a decision to suspend the General Manager of the South Eastern Railways, which would have created history in the railways? One such instance would have streamlined the process of the administration. If you can suspend or dismiss the workers for indiscipline, when the workers were killed, for this gross injustice or recklessness or whatever it is, could you not take some action against the General Manager?

Finally, the survey of the Nangal-Talwara railway line in Himachal Pradesh is almost complete. In view of its strategic importance, it should be taken up and completed at an early date.

These are some of the points which I wanted to place before the Railway Minister.

श्री होरा लाल ढोडा (बांसवाड़ा) :
मान्यवर, मैं इसे अपना सौभाग्य समझता हूँ कि मृते रेलवे की मांगों पर अपने विचार संसद के सामने रखने का आपने अवधर्दित दिया। मंहीं महोदय ने रेलवे बजट बनाते समय नीचे और गरीब कर्म के लोगों का ध्यान रखा है और तीसरे दर्जे के याकियों के भाड़े में अपेक्षा हृत कम बुद्धि की गयी है, वह सराहनीय है।

देश के विभिन्न भागों में रेलवे का विकास हुआ है जो धधा और फ़िक्ट्रियों के निर्माण में सराहनीय रहा है। रेल का विस्तार किया जा रहा है, जहा आवागमन के साधन नहीं हैं वहा नई रेलवे लाइनें खोली जा रही हैं, छोटी लाइनों को बड़ी लाइनों में परिवर्तित किया जा रहा है। समय की बचत के लिये बाड़ियों की रफ्तार तेज़ की जा रही है जिस से यात्रियों को कम समय में एक जगह से दूसरी जगह पहुँचने में सुविधा हो सके। महीने महोदय ने देश के विभिन्न भागों में कुछ रेलवे लाइनों को छोटी लाइन में बड़ी लाइन में परिवर्तित करने की घोषणा अपने भाषण में की है। मैं ने रेलवे मद्दी जी के बजट भाषण को अच्छी तरह से सुना और पढ़ा है। मैं देख रहा हूँ कि देश के हर पिछडे एवं अकालप्रस्त इलाकों में सूखे और अकाल राहत कार्य के अन्तर्गत रेलवे लाइनें बनाने का कार्य शुरू किया जा रहा है। मगर दुर्भाग्य है कि राजस्थान की तरफ जरा भी व्यापार नहीं दिया गया है, जब कि राजस्थान प्रान्त सब से यदि पिछड़ा है एवं सूखाप्रस्त है। पहाड़ों, जगलों एवं रेगिस्तान में अलग अलग भागों में बसने वाले लाखों लोग आवागमन के साधनों से बचत हैं, उन की स्थिति बही है जो 25 वर्ष पूर्व थी। वहा पर आने जाने के लिये कोई रेलवे लाइन बिछाने की योजना नहीं है। उस क्षेत्र के लोगों के लिये रेलवे की माग करते हुए 25 साल गुजर गये मगर

सदा यही कहा जाता है कि रेलवे बजट में घाटा है।

सरकार योजना बनाती है कि पिछडे अविकसित क्षेत्रों में उद्योग धधे खोले जायेंगे ताकि उन इलाकों के गरीब लोग ऊपर उठ सकें, मगर देखने में यह आता है कि उद्योग धधे वही खोले जाते हैं जहा बड़े बड़े शहर हैं। मैं सरकार से जानना चाहता हूँ कि कच्चा माल कहा से आता है? क्या खनिज पदार्थ शहरों में निकलते हैं, क्या कपास शहरों में पैदा होता है, चावल शहरों में पैदा होता है?

अगर शहरों से नहीं होती है तो फिर फ़िक्ट्रिया और कारखाने शहरों में क्यों खोले जाते हैं। इसी प्रकार रेलवे लाइने और सड़के आदि भी वहा पर बनाई जाती हैं जहा पर पहले से होती है या जहा पर लाइने होती है और उनका डबल लाइनें बना दिया जाता है। इस में स्पृष्ट होता है कि पिछडे और अविकसित क्षेत्रों की अव्वहलना की जा रही है उनके लिए रेलों की माग आती है तो रुपये का अभाव बता दिया जाता है। जहा की जनता जागरूक है हल्ला भाचा सकती है एजीटेशन कर सकती है वहा रेलवे लाइन खोल दी जाती है लेकिन पिछडे ग्राम गरीब इलाकों में रेलवे लाइने नहीं खोली जाती है। नेतागण अपने भाषणों में तो कहते हैं कि गावा में सड़कों का निर्माण किया जाएगा, रेले बिछाई जाएगी, जलदी बिछाई जाएगी लेकिन ऐजो आश्वासन होते हैं इनकी पूर्ति नहीं होती है। साफ जाहिर है कि हमारी सरकार राजस्थान के साथ सौतेला व्यवहार कर रहा है। देश के विभिन्न भागों में करोड़ों रुपये की लागत के कारण शुरू किए जा रहे हैं मगर राजस्थान को कट्टोल से महायता मिल रही है। महाराष्ट्र में सूखे की स्थिति भयकर थी तो हमारी प्रधान यत्री जी ने नई रेलवे परियोजना चालू करा दी। कई कई लाइनों में कार्य शुरू हो गया मगर हमारी

[श्री हीरा लाल डोडा]

मागो की तरफ सरकार का ध्यान नहीं गया है इसके क्या कारण है? रत्नाम बासवाडा रेलवे लाइन की माग करने करते आज 25 वर्ष गुजर गये मगर इधर ध्यान नहीं दिया गया। क्या कारण है? क्या यह सूखाग्रस्त नहीं है? पहाड़े एवं जगलो में बहने वाले अदिवासियों की स्थिति भयकर है। इस प्रदेश में हर साल अकाल पड़ता है। इस माल अब भारत सरकार ने ध्यान नहीं दिया तो जेगलो पहाड़ों में रहते वाले गरीब भूख में मरे गें और समाचार पत्रों में आप लगेंगे कि लाग भूख से मर गए। बासवाडा सलूम्बर धरियावद डूगरपुर का इलाका पहाटी है। यहाँ पर अनाज पहचाते की आज दिवकर है। आज इस पिछड़े इलाके में अनाज की अत्याधिक कमी है। यह सब आवागमन के साधनों के अभाव में है इस क्षेत्र में कई खनिजों की खाने हैं, मगर वे बद पड़ी हैं। फ्लोराइट सब स्टोन मैग्नेसाइट बुनेराइट लाइम स्टोन वहाँ है। रेलवे लाइन बनाने से यहाँ इस इलाके में कल कारखाने फैक्ट्रिया लग सकती हैं जिससे पिछड़े वर्ष को अपने उत्पादन में और गरीबी दूर करने में सहायता और अवसर मिल सकता है। अत मत्री जी में मैं निवदन करता हूँ कि रत्नाम से बासवाडा डूगरपुर लाइन को सूखाग्रस्त राहत कार्य में ले और मर्दे करा कर कार्य शुरू कराए ताकि अकाल से तरसती गरीब जनता मजदूरी कर अपने बाल बच्चों का पालन पोषण कर सकें और अपनी रियति ठीक कर सकें। मैं आशा करता हूँ कि इस पिछड़े सूखे इलाके को महेनजर रखते हुए मत्री महोदय रेलवे लाइन को अपने हाथ में ले। यह योजना हमारी प्रधान मत्री जी के सिद्धातों के अनुसार है। उग्होने हमेशा दुहराया है कि पिछड़े इलाकों की तरफ ज्यादा ध्यान दिया जाए। आपने अपने बजट भाषण में पैरा न० 40 और 41 में यह कहा है कि जहाँ हालत ज्यादा खराब हो वहाँ लाभ को न देखते हुए सूखा अकाल राहत कार्य में रेलवे

लाइनों का निर्माण कायशुर किया जाएगा। मेरा सुझाव वास्तविक है। वहाँ की स्थिति का सर्वे कराया जाए। ऐसे बीहड़ एवं आवागमन के साधनों से रहित जलों में आज हमारी पहुँच नहीं है न वहाँ का नक्शा सरकार के सामने है। कारण कि जो अध्ययन दल प्रान्तों में जाना है वह शहरों एवं पक्की सड़कों से धूम कर अस्ती रिपोर्ट सरकार को पेश कर देता है और उसी रिपोर्ट के आधारतर सरकार चलनी है। मैं फिर दोहराना चाहता हूँ कि बड़े शहरों में जो कल कारखाने लगते हैं उन रोका जाए और गरीबी हटाओ नारे का सार्वकरने के लिए पिछड़े इलाकों में रेलों को लाइन बिछाई जाए और वहाँ उद्योग धर्षे, कल कारखाने, फैक्ट्रिया लगाई जाए ताकि वेश का पिछड़ा वर्ग अपना सिर ऊचा करके चल सके और कपने को इस राष्ट्र का नारिक कहन में सोभाग्य अनुभव कर सक एवं मरकार की नीति पर गर्व कर सके और आनन्द उठा सके।

मेरी दूसरी माग रेलवे की यह है कि दिल्ली मराय रोहिला से चेन्नै एक्सप्रेस ट्रेन चलती है जो जयपुर अजमेर होती हुई उदयपुर पहुँचती है। चेन्नै एक्सप्रेस दिल्ली से उदयपुर 23 घंटे में पहुँचती है। कारण कि यह गाड़ी दिल्ली से अजमेर तक एक्सप्रेस चलती है और अजमेर से लोकल हो जाती है जिससे समय ज्यादा लगता है। मेरा निवेदन है कि इस गाड़ी को दिल्ली से उदयपुर तक एक्सप्रेस किया जाए ताकि समय की बचत हो। आने जाने वाले मुमालियों को इससे सुविधा होगी। दूसरी बाँ यह है कि जयपुर से उदयपुर और उदयपुर से जयपुर तक इस गाड़ी में कानूनी भीड़ रहती है। अत इस गाड़ी में सुविधा के अनुसार डिंडे बड़ा जाने चाहिए। साथ ही यह गाड़ी मराय रोहिला न रुककर दिल्ली जक्सन तक आनी चाहिए क्योंकि दिल्ली से सराय रोहिला पहुँचने में यात्रियों को अनेक कठिनाइयों क

सामना करना पड़ता है जिसमें कुलियों की समस्या भी प्रमुख है।

मेरी तीसरी मांग है कि उदयपुर से हिमतनगर मेवाड़ सवारी गाड़ी चलती हैं जो कभी कभी चेतक एक्सप्रेस के पहुँचने से पहले रवाना हो जाती है जिस के कारण दिल्ली जयपुर से सीधी अहमदाबाद जाने वाली सवारिया मुसीबत में पड़ती है उनकी कठिनाई को रखते हुए मैं रेलवे मन्त्री जी से निवेदन करूँगा कि इन दोनों ट्रेनों का समय मिलाया जाए।

मेवाड़ सवारी गाड़ी जो उदयपुर से अहमदाबाद चलती है वह बहुत धीमी चाल से चलती है। उदयपुर से अहमदाबाद 16 घण्टे में पहुँचती है। अतः इसकी गति तेज़ की जाए जैसा कि पैरा नं० 40 में कहा गया है। रफ्तार बहुत कम होने से मुसाफिर अधिकाशयता बसों द्वारा अहमदाबाद पहुँचने का प्रयत्न करते हैं जो 9 घण्टे में पहुँचती है। मगर बसें भी उदयपुर से सुविधाजनक उपलब्ध नहीं होती है। इन सब मुसीबतों को महेनजर रखते हुए मेवाड़ सवारी गाड़ी की गति तेज़ की जाए और इस गाड़ी को अहमदाबाद में डुंगरपुर उदयपुर चित्तोड़ तक कर दिया जाए ताकि बीच के क्षेत्र से लोकल चलने वाले यात्रियों को यह गाड़ी सुविधा प्रदान कर सके। कारण कि चेतक एक्सप्रेस ही जाने से इस इलाके के लिए एक लोकल ट्रेन की आवश्यकता रहती ही है और यह ट्रेन उदयपुर पड़ी रहती है। मैं आशा करता हूँ कि रेलवे भंती महोदय जनता की कठिनाइयों और वास्तविकताओं पर गौर करेंगे और मेरी तीसरों को कार्यान्वित कर जनता के अभाव अभियोगों को दूर करेंगे।

भी भारत सिंह औहान (धार) सभापति महोदय, जब भी रेलवे बजट आता है उसको बाटे का बताया जाता है और रेलवे फैयर्स और फ्रेंट को बढ़ाया जाता है मैं समझता हूँ कि जो यह भारत का इतना बड़ा

पब्लिक सैक्षण्य है वह देश को बहुत बना सकता है लेकिन देखा जाता है कि जो इसका संचालन कर रहे हैं उन में बेशकली बहुत बड़ी तादाद में है, उसी की सामग्री भरी हुई है।

मैं समझता हूँ कि रेलों के जरिये हम भारत को एक बहुत समृद्धिशाली देश बना सकते हैं और जनता को सुविधा प्रदान कर सकते हैं। लेकिन मुझे ऐसा मालूम देता है कि जो इसका संचालन करते हैं उन में सोचने की ताकत नहीं है।

कम्युनिकेशन और ट्रास्पोर्ट और साथ माथ शिपिंग बसों और ट्रकों का ट्रास्पोर्ट, विमानों के जरिये ट्रास्पोर्ट इन सब में समन्वय होना चाहिये, इन सब में कोम्प्रेडिनेशन होना चाहिये ताकि भारत का नक्शा बदल सके। लेकिन जहा तक इन सब में समन्वय का मम्बन्ध है, उम में अभाव की स्थिति ही दिखाई पड़ती है। आज तक किसी ने इस दिशा में मोर्चा नहीं है, यह दुख की बात है।

दूसरी बात यह है कि जो मापदण्ड होना चाहिये, रेलवे कहा होनी चाहिये और कहा नहीं होनी चाहिये, मुझे याद है कि भूतपूर्व रेल मंत्री श्री लाल बहादूर शास्त्री ने इसका एक काइटीरिया रखा था और उसके अनुसार प्लान बनाया था लेकिन आज इम बजट में इसका भी कोई और नहीं है। यह भी दुख की बात है। इस काइटीरिया पर ध्यान दिया गया हो ऐसा प्रतीत नहीं होता है।

जहा तक पिछड़े हुए इलाकों और प्रान्तों की बात है, वह एक बहुत दुखभरी कहानी बताती है। वह एक ऐसी लम्ही चौड़ी कहानी है कि अगर उसको निखा जाए तो पूरा महाभारत लिखा जा सकता है। पिछड़े हुए इलाकों को रेल मार्गों से बचित रखा गया है। मैं पिछले पच्चीस साल से पिछड़े हुए ज़ोकों के लिए रेल मार्गों के लिए प्रयत्न करता आ रहा हूँ लेकिन जिन

[श्री भारत सिंह चौहान]

के लिए मैंने प्रयत्न किए हैं वहा रेल मार्ग नहीं बने हैं। इदौर से दोहद और दोहद से खड़वा और इदौर से बड़ोदा के बास्ते रेल मार्ग की कहानी बड़ी दुखभरी कहानी है। इस इलाके के साथ बड़ा अन्याय किया गया है और इस अन्याय का बर्णन करना बड़ा कठिन काम है। मैं चाहता हूँ कि इस पिछड़े हुए आदिवासी क्षेत्र की ओर मत्री जी का ध्यान जाए और आदिवासी क्षेत्रों में रेल मार्ग बनाने के काम को बह प्राथमिकता दे। इस ओर अभी तक उनका ध्यान नहीं गया है। अब जाए, यही मेरी उन से प्रार्थना है।

गुना और मक्शी लाइन अधूरी पड़ी हुई है। उसको अभी तक पूरा नहीं किया गया है। करोड़ो रुपया उस में खर्च हा चुका है। ऐसे प्लानिंग का क्या लाभ कि खर्च भी कर दिया जाए और जनता को फायदा भी न हो।

अजमेर और खड़ुआ लाइन को ब्राडगेज लाइन करने की आवश्यकता है।

भोपाल से इदौर ब्राडगेज लाइन है। उसका ऐक्सेटेशन करना चाहिए। कर्मशियल प्लाइट से भी आप इस पर विचार करेंगे तो आप देखें कि इससे लाभ ही होगा। इसको आप दोहद तक ब्राह्मणेज करें ताकि आदिवासी एविया को लाभ हो सके। उस इलाके में राहत कार्य आप को हमेशा करने पड़ते हैं। तो राहत कार्य की बूँदि से भी उस योजना को हाथ में लेने की आवश्यकता है।

इसी तरह से रत्नाम और दोहद की लाइन पर भी आप का ध्यान नहीं गया है।

समय समय पर उस की मांग की है।
(अवधार)

मैं आधे मिनट से खत्म कर दूँगा। रेलवे की परीक्षाओं में हिन्दी को प्राथमिकता नहीं दी जाती है। यह बड़े दुख की बात है। 40 परसेंट मार्कसं उन के अग्रेजी में होने तभी उनको परीक्षा में पास किया जाता है। तो इस रवैये को बदलें और राष्ट्र की भाषा हिन्दी को अपना कर उस को प्रोत्तमाहन दें। इतना ही मैं कहना चाहता हूँ।

SHRI GIRIDHAR GOMANGO
(Koraput) I rise to support the Railway Budget as well as I want to put some problems of my State of Orissa before this august House

Whether Orissa stands favourab'v or unfavourably in the matter of railways compared with other States, I shall only place the figures before this House. Orissa has at present got approximately 1000 route km of the railway line which works out to 1.2 km per 1000 km areas as against the all India figure of 18.4 km per 1000 km. For every one lakh of population Orissa has only 8.6 km of the railways while the all India average is 11.39 km.

Then the railway line in the coastal districts of Orissa cannot be said to serve the whole State. Whatever railway line there is in Orissa, it was laid by the British Government which wanted to connect Madras with Calcutta and Calcutta with Bombay. There is no new line laid by our Government and now, the Government have sanctioned a new line from Paradeep to Cuttack. That is only 60 miles.

Now, I want to place the problems of my constituency which my predecessors time and again placed before this august Parliament, still I have not seen a single development in my constituency.

I request the hon. Minister to sanction an over-bridge at Rayagada which is the central place of my district.

There is a narrow gauge line which runs from Naupura to Gunupur and a survey has been made. The Un-economic Branch Lines Committee has recommended that the track and rolling stock should be rehabilitated so that trains can run at a maximum speed of 50 km per hour. This recommendation should be immediately implemented as the same committee held the view that there is considerable passenger traffic by rail and this is bound to improve if the speed of the trains is improved.

Thirdly, the same committee has said that extension of the line to Rayagada is not likely to be justified purely on commercial grounds. Fourthly, the committee has suggested that the proposition may be examined by the Railway if the agencies concerned with the development of the tribal areas are prepared to give necessary financial assistance. The committee did not consider conversion of the line to broad gauge justified. The committee suggested to the State Government that foodgrains should move on the line to give additional revenue. If you look at it only from the commercial point of view, then how will you improve the lot of the people in tribal areas and the backward people and the tribal people here are very much affected due to drought and other natural calamities which occur in Orissa every succeeding year. Here, I want to request the hon. Minister that at least he should consider our grievances which are there for a long time and sanction these new railway works in our State.

श्री विश्वेश्वर माथ भार्गव (प्रजमेर):
सचापति महोदय हमारे देश की आर्थिक

व्यवस्था में रेलवे का बहुत ही मौलिक और महत्वपूर्ण स्थान है। रेलवे हमारे राष्ट्र का सरकारी क्षेत्र का सब से बड़ा राष्ट्रीय उपक्रम है। इस में राष्ट्र की लगभग 35 सौ करोड़ रुपये की पूँजी लगी हुई है और उम की व्यवस्था एक मुसागठित ढंग से की जाती है। मेरे में पूर्व कई वकान्नों ने खास तौर से जो हमारा रेलवे बोर्ड है उस की आलोचना की है। उस में काफी कमिया हो सकती हैं इस में कोई शक की बात नहीं। हमें यह जो हमारे राष्ट्र का सब से बड़ा उपक्रम है उम की व्यवस्था के लिए यह सोचना होगा कि उम में कमिया है वह दूर करे। मगर उम के माथ माथ चाहे सामान्य रूप में नीजिए जिस प्रकार में वह अपने आर्थिक ढाँचे की देखरेख के माथ कुछ सामाजिक दायित्व भी अपने पूर्ण करते हैं और खास तौर पर जब राष्ट्र पर आपत्ति आती है चाहे वह युद्ध के ममय की हो चाहे बाढ़ के समय की हो उम समय अपने दायित्व को वह सगहनीय ढंग में निभाने में कारगर हुए हैं। इस के लिए जो इसके भवो महोदय है और जो अफसर है आर माथ ही जो उममें कार्य करने वाले हमारे मजदूर और कर्मचारी हैं वे मध्ये वधाई के पाव हैं।

मैं इस में आर ज्यादा न जाते हुए जो रेलवे मन्त्री ने 73-74 का बजट प्रस्तुत किया है उस के बारे में कुछ अपने विचार रखना चाहता हूँ। उस में उन्होंने कुछ रेल भाड़े में बढ़ोत्तरी की है और उम के बाद भी 8 करोड़ 65 लाख का छाटा है जिस की पूर्ति आय की बृद्धि कर के और उस के साथ साथ बेहतर परिचालन कुशलता के द्वारा करने पर आश्वासन दिया है। मैं उनसे बड़ी निपत्ता से निवेदन करना चाहूँगा। यह बात ठीक है कि

[**श्री विजेश्वर भार्गव**]

उन्होंने अपने बजट भाषण में अपनी विवशता दिखाते हुए और इच्छा न रहते हुए तीसरे दर्जे के कियाये में जो बृद्धि की है वह विवशता के कारण ही है पर मैं उन से बड़ी निम्नता में निवेदन करना चाहता हूँ यह ठीक है कि आखिर मेरे जितना ज्यादा बाटा होता है उम का असर मामान्य राजस्व पर और सामान्य बजट पर पड़ता है परन्तु उस के साथ मैं आग्रह पूर्वक निवेदन करना चाहता हूँ कि जो उन्होंने छूट केवल 15 किलोमीटर तक दी है इस को कुछ ज्यादा बढ़ा दे तो मैं समझना है जिसे जो छोटे छोटे मार्गों के यात्री हैं उन को सुविधा होगी और उम में ज्यादातर लोग मजदूर और छोटे तबके के होते हैं। इसलिए इस पर वह कुछ पुराविचार करने की कृपा करें। इसी प्रकार मैं जा सीजन टिकट के सम्बन्ध में केवल 5 वर्ष तक के टिकटों पर सुविधा दी है उम का भी वह थोड़ा बढ़ा दे।

अब मैं कुछ अपने क्षेत्र की समस्याओं की आर ध्यान दिलाऊगा। मेरे क्षेत्र की बहुत बड़ी गर्भीय समस्या है। रेल मंत्री ने अपने बजट भाषण में रेल परिवहन की नीति में आमूल चूल परिवर्तन सोचने के निरीके में किए जाने की जो घोषणा की है उस का मैं हार्दिक स्वागत करता हूँ। उस के साथ साथ मैं एक चीज़ की ओर उस का ध्यान आकर्षित करना चाहता हूँ कि अजमेर से कोटा तक की लाइन 1899 के अकाल के अन्दर रिट्री डाल कर शुरू की गई थी। उस के बाद उस का सर्वे किया गया। सर्वे में उस लाइन को अलाभकारी कह कर आज तक उस को नहीं लिया गया। यह सब पहली लाइन है जो शुरू हुई और 74 वर्ष ही जाने के बाद भी उस काम को आज तक पूरा नहीं किया गया। इस-

लिए आज जब कि राजस्थान एक भयंकर अकाल से ग्रन्त है और राजस्थान सरकार की आर्थिक स्थिति ठीक नहीं है वहाँ पर लोगों को रोजगार की भी प्रशंसित व्यवस्था नहीं है। उन्होंने अपनी नीति में परिवर्तन की घोषणा की है लेकिन उस के आधार पर अगर कोई लाइन सब से सर्वोच्च प्रायोगिकता पाने की अधिकारी है तो मैं बड़ी निम्नता के साथ निवेदन करना चाहता हूँ — वह अजमेर से कोटा लाइन है जिस में साग क्षेत्र अकान में ग्रन्ति है। यह बात ठीक है जहाँ पर माल के ज्यादा ढोने की गुजाइश है जहाँ पर 30 लाख टन माल उपलब्ध होता है वही पर लाभदायक लाइन हो सकती है लेकिन मेरा अनुरोध है कि जो आविकसित क्षेत्र है जहाँ क्षेत्रीय असन्तुलन है वहाँ प्रायोगिकता दी जाय। इस लिए मैं खास तौर से डिप्टी मिनिस्टर माहब में प्रार्थना करूँगा कि अजमेर शरीफ का ज़रूर ध्यान रखे तथा अजमेर से कोटा लाइन का जल्द से जल्द निर्माण कराये।

अजमेर का विकास अजमेर के कारबाना पर निर्भर है। वहाँ पर 1961 में माल के डिब्बा का निर्माण किया जाता था। उस समय डिब्बों का निर्माण उस क्षेत्र के विकास के लिए प्रोत्तमाहन की नीति को ध्यान में रख कर मजदूरों को काम देने की दृष्टि से किया गया था। लेकिन अब उस को 1972 में बन्द कर दिया गया और करीब 700 मजदूर बेकार हो गये हैं। मैं आप से भी निवेदन करना चाहता हूँ कि जब से अजमेर का राजस्थान में विलीनीकरण हुआ है तब से वहाँ का विकास ठंड गया है। मैं चाहता हूँ कि माल के डिब्बों के निर्माण के काम

को फिर से शुरू किया जाय। हमारी अगली पच वर्षीय योजना में 10 करोड़ टन माल ढोने के लिए काफी डिब्बों की आवश्यकता होगी, इस बात को ध्यान में रख कर उम निर्माण कार्य को जल्द से जल्द चालू करने की वृप्ता करें।

इन शब्दों के साथ मैं रेलवे बजट का समर्थन करता हूँ और आप का बहुत आभारी हूँ आप ने मुझे बोलने का मौका दिया।

श्री रामाचलार शास्त्री (पटना)
सभापति जी, बिहार बहुत पिछड़े हुए राज्यों में है। बिहार के पिछड़ेपन का दूर करने के लिए रेलवे की क्या भूमिका हो सकती है —आप अच्छी तरह से जानते हैं। इस बात को ध्यान में रख कर मैं चाहूँगा कि पटना में गगा नदी पर जो सड़क का पुल बन रहा है कृपा कर उस को रेल-कम-रोड रिज बनाने की व्यवस्था कर ताकि दक्षिण और उत्तर बिहार का विकास हो सके और लोगों की स्थिति में सुधार हो सके।

18 34 hrs.

|SHRI K N TIWARY in the Chair.|

दूसरी बात—पटना शहर का विकास रेलवे लाइन के दक्षिण की तरफ हो रहा है। वहाँ की आबादी लगभग एक लाख पहच चुकी है और उधर ही उस का विकास होना है। इसलिए मैं चाहूँगा कि पटना के दक्षिण के नागरिकों की सुविधा को देखते हुए उधर के यात्रियों की सुविधा को देखते हुए, दक्षिणी इलाके में एक बुकिंग अफिस खोला जाय। दक्षिण और उत्तर के लोग एक-दूसरे की तरफ आसानी से आ-जा सकें। इस के लिए एक ऊपरी पुल का निर्माण किया जाय ताकि लोगों को आसानी हो।

सभापति जी इस बात की मांग वहा बार-बार उठ रही है और सभी दलों के लोग उठा रहे हैं कि पटना या दीनापुर में रेलवे पब्लिक सर्विस कमीशन का दफ्तर खोला जाय। अभी वहा कोई दफ्तर नहीं है जिस की बजह से सरकारी नौकरी चाहने वालों को इन्टररेल्यू के लिए कलकत्ता जाना पड़ता है, इलाहाबाद जाना पड़ता है। बिहार के लोग गरीब हैं, इतना खर्च करने में असमर्थ हैं।

आज पूरे देश की रेलवे नौ जान्ड में बटी हुई हैं, इन में मे चार जगह रेलवे सर्विस कमीशन है, जो आठ रेलवे से विभाजित है। लेकिन एन-एफ रेलवे जो बहुत महत्वपूर्ण रेलवे हैं हमारे देश की रक्खा करने में समर्थ होती है, उस रेलवे का किसी भी रेलवे सर्विस कमीशन से सम्बन्ध नहीं रखा गया है। वहाँ की बहाली तीन आदमियों की एक कमेटी करती है। मैं चाहूँगा कि उम रेलवे का भी रेनवे-सर्विस-कमीशन बनाया जाय और उस का मदर-मुकाम कटिहार में रखा जाय।

विभागीय भोजनालयों का काम मत्तालय देखता है। इन की रिपोर्ट पढ़ने से मालूम हुआ है कि कैन्टीजन्ज वी ज्यादातर व्यवस्था निजी लागों के साथ में है जिस से बहुत गडबडी हो रही है। खास तौर से कटिहार जक्षन पर जो अप्रवाल एण्ड कम्पनी है, वह जितनी आधारी कर रहे हैं आप जानते हैं। इस के बारे में आप को खबर दी जा चुकी है। मैं अभी कुछ उधर से घूम कर आ रहा हूँ—वे किस तरह से लोगों को तगड़ते हैं—आप को विदित हैं, लेकिन फिर भी उहे स्टेशन में प्रमुख स्थान दिया गया है। विभागीय केटरिंग व्यवस्था को दूर

[श्री रामावतार शास्त्री]

जगह दी गई है जिस की वजह से उस का इस्तेमाल कम होता है। अग्रवाल साहब तरह तरह की गडबडी करते हैं। मैं चाहूँगा कि आप केटरिंग व्यवस्था को अपने हाथ में ले। इन की दर्जनों दुकानें हैं—इस लिए इस तरफ मैं आप का ध्यान दिला रहा हूँ। आप रेल-गाड़ियों से केटरिंग को हटा रहे हैं यह ठीक नहीं है। आप फन्टे क्लास को कम कर दीजिए, एआर-कण्डीशन का हटा दीजिए, लेकिन जनता की सहूलियत के लिए जो डाइनिंग कार्स हैं उन्हें उठाना उचित नहीं होगा। ऐसी करना जनता के प्रति, यात्रियों के प्रति अन्यथा होगा। मैं चाहूँगा कि इस तरफ आप का ध्यान जाना चाहिए और आप ज्यादा से ज्यादा भोजनालय सरकार की तरफ से बनाने की व्यवस्था करें।

श्री रामचंद्रेश्वर प्रसाद सिंह (छपरा)
सभापति जी इस के पहले कि मैं अपनी बात कहूँ हमने सदन के माननीय सदस्य श्री गेदासिंह जी, जो आजकल बीमार है उनकी बात आप के समक्ष रखना चाहता है। यह बात आप से भी सम्बन्ध रखती है—बगहा-छितीनों के बीच मेरे जब बी० एन० डब्लू० रेलवे थी उस समय गण्डक पर एक पुल था जो 1924 मेरे टूट गया था, उस के न रहने से उत्तर प्रदेश और बिहार के उत्तरी भाग से खास कर आप के बिले से सम्बन्ध टूट गया है और जिन लोगों को नैपाल और कटिहार तक जाना पड़ना है उनको कठिनाई होती है। मैं माननीय मती जी का ध्यान विशेष रूप से इस तरफ दिलाना चाहता हूँ कूकि हमारे माननीय सदस्य श्री गेदा सिंह जी ने कहा है कि इस बात की याद आप को दिलाऊ। इस के ऊपर माननीय मती जी को विशेष रूप से अपने विचार व्यक्त करने चाहिए। यह पुल जो 1924

मेरे टूट गया था कब तक बनाने की व्यवस्था की जायगी। इस विषय से आप का भी सम्बन्ध है इस से आप के क्षेत्र के लोगों को भी लाभ हो सकेगा।

भारत सरकार का जितने विभागों से सम्बन्ध रहता है उन मेरे रेल विभाग एक ऐसा महकमा है जिस से साधारण व्यक्ति का सीधा सम्पर्क होता है। देश मेरा काई भी ऐसा परिवार नहीं होगा जिस के किसी न किसी व्यक्ति को रेल विभाग मेरे फायदा न उठाना पड़ता हा। अभी हमारे भिन्न शास्त्री जी ने कहा है कि रेल विभाग के माध्यम से हम जो सेवा करते हैं उस से साधारण जनता का हमारे काम का अनुभव होता है। उसी से वह हमारे काम का अन्दाज़ा लगा सकती है। अभी शास्त्री जी ने बिहार के लिए रेलवे सर्विस कमीशन का जिक्र किया। बहुत वर्षों से जब मेरे इस सदन मेरे आया हूँ बराबर इस सदन मेरे इस बात पर जोर दिया जाता रहा है कि बिहार के लिए रेलवे सर्विस कमीशन बनाया जाना चाहिए। मैं उम्मीद करता हूँ हमारे माननीय मती जी हमारे लिलित बाबू जा लाक्षित्रिय मती है, जिनकी अभी पदोन्नति भी हुई है और अपनी प्रशासनिक योग्यता, परिष्रम और सेवा के बलबूते पर उन्होंने यह पद प्राप्त किया है वह इस काम को कर सकेंगे। उन्हे किसी फस्टेंडेड पोलिटीशन के किटिसिज्म से हतोत्साहित होने की आवश्यकता नहीं है। उनका स्थान आज बिहार मेरे उसी प्रकार का है जैसा कि कभी राजेन्द्र बाबू का था।

मैं किर आपको उसी जगह पर पहुँचाना चाहता हूँ जहा से आप जाते हैं।

रेलवे विभाग 9 जोन्स में बटा हुआ है। जोन के बाद इसका काम डिवीजन के सिस्टम से चलता है। 9 जोन में तो प्रत्येक जोन में पहले से ही डिवीजन बन चुके थे लेकिन एन० ई० रेलवे, एन० एफ० रेलवे में पहली मई 1969 में डिवीजन का काम चालू किया गया। जब डिवीजन बनाए गए तो जितने भी पुराने जिले थे उसमें एन० एफ० रेलवे में उसे 4 जिला स्तर के डिवीजन में पदोन्नत दिया गया है। एन० ई० रेलवे में 5 जिला स्तर का कार्यालय थे और उन 5 में 3 को आपने पदोन्नत किया, एजटनघर को, बनारस को, गोडा के बदले में आपने लखनऊ को डिविजन बना दिया और फिर समस्तीपुर को केवल एक सोनपुर को पदोन्नत नहीं किया गया। सोनपुर एक ऐतिहासिक स्थान है। भौगोलिक दृष्टि से पटना के ठीक उत्तर में पड़ता है जोकि उत्तर बिहार और दक्षिण बिहार को सम्बद्ध करता है। बैशाली जिले का एक हेडकार्टर हाजीपुर उसके बगल में है। बी० एन० डब्लू० के समय में जब तक पश्चिम कटिहार जिला नहीं बना था तो सोनपुर हिन्दुस्तान से भारतीय रेलवे में सबसे बड़ा जिला माना जाना था। उम समय सोनपुर के अधीन कटिहार से लेकर गोरखपुर तक के सभी स्थान थे। आज यदि किलोमीटर की दृष्टि से भी देखेंगे तो 5 हजार किलो-मीटर में लगभग एन० ई० रेलवे चलती है जिसमें तीन हजार किलोमीटर का एरिया य० पी० में पड़ता है और लगभग 2 हजार किलोमीटर का एरिया बिहार में लेकिन वहाँ बिहार में केवल एक डिवीजन बना है समस्तीपुर में जबकि 3 हजार किलोमीटर के क्षेत्र में आपने तीन डिवीजन बनाये। इस लिहाज से भी सोनपुर का डिवीजन बनना है। इसके अलावा भी आप जानते हैं आज समस्तीपुर इतना बड़ा डिविजन बन गया है कि इससे सारा क्षेत्र कन्डोल नहीं हो पाता है। गाढ़ी समय पर नहीं आती है।

लोगों को आपने माल को चालाने उत्तरने में विकल्प होती है। उसको देखते हुए मैं चाहूँगा माननीय मन्त्री जी इस और ध्यान दे और आपने बजट के उत्तर में इस बात की घोषणा करे जैसे कि एन० एफ० रेलवे में आपने 4 के बदले में रणिया में डिविजन बनाकर 5 कर दिया। वहाँ पहले चार जिला स्तर पर आपने डिवीजन बनाया और बाद में 5 कर दिया। उधर तो 500 किलो-मीटर पर एक डिवीजन है और बिहार में 1900 किलोमीटर पर एक ही डिवीजन है। मैं माननीय मन्त्री जी से निवेदन करूँगा कि इस विषय में शीघ्र से शीघ्र आपनी घोषणा यहाँ पर करें।

एक बात और है जो आप मझी लोगों में मन्वन्धित है। अभी माननीय मदस्य जो अनीगढ़ के हैं वे आपने भाषण में कह रहे थे जिसे आप सभी लोग जानते हैं कि रिजर्वेशन चार्ट जो होता है नयी दिल्ली या पुरानी दिल्ली स्टेशन पर वह इस तरीके से लिखा रहता है कि साधारण मदस्य उसको पढ़ भी नहीं पाते हैं और कोई भी व्यक्ति वहा बताने वाला नहीं रहता है, ऐसी स्थिति में जो आदमी रिजर्व कराकर कही जाना चाहता है थड़क्लास के टू ट्रीयर में या थोटायर में उनको काफी कठिनाई होती है। मैं निवेदन करूँगा पसेन्जर गाइड या पसेन्जर्स को बताने के लिए आप कोई व्यवस्था करें और एक विशेष अधिकारी रखे जोकि सभी लोगों को बताया करे कि किस कम्पनी-मैन्ट में किस जगह पर उनका स्थान सुरक्षित है तो लोगों को बड़ी सुविधा हो जायेगी।

श्री जगन्नाथ मिश्र (मधुबनी) सभा-पति महोदय, पूर्व इसके कि मैं रेलवे बजट पर आपने विचार अक्षत करूँ, मैं रेल मन्त्री

[श्री जगन्नाथ मिश्र]

श्री मिश्र जी का हार्दिक अभिनन्दन करता चाहूंगा। रेल मंत्री महोदय ने 5 फरवरी को ही इस विभाग का चार्ज लिया और मात्र 15 दिनों के अन्दर उन्होंने इस सदन में 1973-74 का बजट पेश कर जो अपनी विलक्षण सूक्ष्म-बूझ, दूदरदर्शिता एवं व्यावहारिकता का परिचय दिया है उससे वे हमारे धन्यवाद के पात्र हैं।

44.35 करोड़ रुपए की अतिरिक्त होने वाली आय में तीसरे दर्जे के मुसाफिरों से मात्र 9.25 करोड़ रुपए की प्राप्ति की व्यवस्था है। 15 किलोमीटर तक कोई बृद्धि नहीं की गई है। साधारण ट्रेनों में यात्रा करने से बेशी से बेशी 25 पैसे की बृद्धि भाड़े में होगी। एक्सप्रेस और मेल में सफर करने पर ज्यादा से ज्यादा 95 पैसे की बृद्धि होगी। तीसरे दर्जे के मासिक सीजन टिकट में 5 रुपए तक कोई बृद्धि नहीं होगी। प्रथम श्रेणी तथा ए.सी.सी. के भाड़े में बृद्धि हुई है। इससे यह स्पष्ट है कि मंत्री महोदय ने साधारण जनता के हित का ख्याल रखा है और बृद्धि का भार समाज के उन वर्गों के कंधों पर रखा है जो उसे बहन करने के योग्य हैं। इसी तरह से फूडप्रेस, साल्ट, पल्सेज और किरोसिन के माल भाड़े में कोई बृद्धि नहीं की गई है जबकि रेलवे को फूडप्रेस और पल्सेज पर 26 करोड़ रुपए का घाटा है। कोयले पर सिर्फ़ 3 प्रतिशत की बृद्धि हुई है। इसपर रेलवे को 12 करोड़ का घाटा है।

इसी प्रकार से नयी ट्रेन और डीजल ट्रेन चलाकर गाड़ी में भी पर नियन्त्रण करने की व्यवस्था की गई है। स्टेशनों की

सफाई एवं सुंदरता की योजना है। छात्रों तथा युवकों का ख्याल रखा गया है जिससे वे अल्प खर्चे में देश भ्रमण कर सकें तथा उनके ज्ञान में बृद्धि हो सके। पिछड़े जगहों के सामयिक विकास के लिए नयी लाइन बिछाने की व्यवस्था है तथा पुरानी लाइनों के जीर्णोदार का आश्वासन है। पिछड़े तथा आवश्यक स्थानों में 60 किलोमीटर रेलवे लाइन बिछाने में रुपया बाष्पक न हो उसके कार्यान्वयन की योजना है। यह सारी बातें प्रशंसनीय हैं।

अब में कुछ समस्याओं की चर्चा करूंगा और मुझे आशा है मंत्री महोदय उनके निराकरण की व्यवस्था करेंगे। सबसे पहले मैं मंत्री जी का ध्यान इस बात की ओर आकृष्ट करूंगा कि रेल के संचालन में एक चैलेज के रूप में जो बातें आती रही हैं वह हैं बिना टिकट यात्रा, अनियमित गाड़ियों का आना जाना, रेलवे सामानों की बर्बादी एवं चोरी तथा ट्रेन में जानमाल की असुरक्षा। यदि इन बातों का निराकरण हो जाये तो मैं समझता हूँ रेलवे के संचालन में बहुत क्रान्तिकारी परिवर्तन आयेगा और मंत्री महोदय अवश्य ही बधाई के पात्र होंगे। मुझे संतोष है कि उन्होंने इस दिशा में कारगर कदम भी उठा लिए हैं जिसके लिए वे धन्यवाद के पात्र हैं।

रेलवे में एक बर्ग है जिसे कहते हैं ट्रेन कन्ट्रोलर। यह एक ऐसा बर्ग है जो आज तक उपेक्षित रहा है। उसे उचित बेतन नहीं मिलता है। उसके रहने के लिए कोई व्यवस्था नहीं है और उनकी भाँगों पर आज तक कोई सुनवाई नहीं की गई है। इस सदन के डिप्टी स्पीकर महोदय ने उनके बारे में लिखा है:

"It was an extremely important factor that the Administration look to the peaceful atmos-

phere and other rejuvenating factor for the betterment of this category."

इस पर ध्यान अवश्य जाना चाहिए ।

इसके अतिरिक्त मेरी मांग है कि डीलक्स ट्रेन्स कम से कम 5 मिनट के लिए मोकामा में ठहरें । राजेन्द्र पुल और सिमरिया स्टेशन के बीच पुल के नजदीक एक स्टेशन बने जहा मधी गाड़ियां ठहरें । दरभंगा से पहलेजा और पहलेजा से दरभंगा तक दिन में एकमप्रेस ट्रेन आने जाने की व्यवस्था रहे । पटना में प्रस्तावित गगा पुल मिर्क रोड ब्रिज न होकर रेल कम रोड ब्रिज बने । पटना में रेलवे मविम कमिशन का दफतर खुले । समस्तीपुर से वैद्यनाथ धाम, धनबाद रांची तथा बम्बई जाने के लिए घूँ कोच की व्यवस्था रहे । निर्मली मे महरसा जाने के लिए अतिरिक्त ट्रेन की व्यवस्था रहे । उसके कारण तो बहुत है लेकिन ममत्य के अभाव के कारण उनमे मैं नहीं जाऊँगा, केवल प्वाइट्स की ही चर्चा करूँगा ।

अब मैं समस्तीपुर डिवीजन के सम्बन्ध मे भी कुछ शब्द निवेदन करना चाहूँगा । इस डिवीजन की आबादी करीब दो करोड़ है जो सम्पूर्ण देश की आबादी का चार प्रतिशत है । रेलवे के नियमो के अनुसार 10 लाख आबादी पर 160 किलोमीटर रेलवे लाइन होनी चाहिए । इस आधार पर समस्तीपुर प्रमण्डल में 3500 किलोमीटर लाइन होनी चाहिए जबकि वहां 1500 किलोमीटर रेलवे लाइन ही है । पिछले 10 वर्षों में मुसाफिर तथा माल-गाड़ियों से आमदनी 80 प्रतिशत बढ़ी है और लाइन केवल 10 प्रतिशत ही पढ़ी है । 1930 मे समस्तीपुर डिवीजन में रेलवे लाइन बढ़ने की अपेक्षा घटी है जबकि आमदनी करीब 4 सौ प्रतिशत बढ़ी है । इसलिए मंदी महोदय से मैं बहुत विनीत शब्दों में प्रार्थना करूँगा कि

वे निर्मली से सारायगढ़, झंगापुर से लौकहा, हसनपुर से सकरी रेलवे लाइन बिछाने का शीघ्र प्रबन्ध करें । साथ ही समस्तीपुर से रक्सील वाया दरभंगा की लाइन बड़ी लाइन मे परिवर्तित करने पर गम्भीरता मे विचार करें ।

श्रीमन्, एक रेलवे नियम है कि अगर किसी स्थान मे हाल्ट बने तो 6 महीने मे उसका दर्जा बड़ा दिया जाये । मेरे क्षेत्र मे चिकना एक हाल्ट है जो 15 वर्ष से कार्यरत है लेकिन आज तक वह उसी हालत मे है, उस की तरफ कोई ध्यान नहीं दिया गया है । इसलिये मैं मंदी महोदय से आग्रह करूँगा कि वह उस स्टेशन को पूरा स्टेशन का नहीं तो कम से कम फलैग स्टेशन का दर्जा दे दे । मंदी महोदय ने जिस आशा से रेलवे मंस्तालय की कार्यवाही को अपने हाथ से लिया है उस मे जनता उन का सहयोग करे, यह हम सब चाहते हैं । लेकिन साथ ही मेरा जनता से निवेदन है कि वह रेलवे को राष्ट्र की सम्पत्ति मान कर उस की तोड़ फोड़ न करें ।

इन शब्दो के साथ मैं अनुदानो का समर्थन करता हूँ ।

SHRI INDER J. MALHOTRA (Jammu): Sir, it is my pleasant duty to congratulate the minister on two accounts—firstly on his appointment as a full Cabinet Minister. I wish him all success and I am sure with his administrative experience and the amount of interest he takes in public welfare projects he will make earnest efforts to improve the working of the railways. Secondly, I would like to congratulate the Railway Ministry on the extension of the railway line from Kathua to Jammu. I am glad now the State of Jammu and Kashmir has also been put on the railway map of India.

[Shri Inder J Malhotra]

There are, however, a few problems to which I would like to draw attention. The Deputy Minister, at the inauguration ceremony at Jammu railway station assured us that he would look into those problems immediately. The construction of the platform at Jammu Station as well as the other building complex is yet to be completed. I would request the minister to see that this work is expedited.

Kathua is the headquarters of that district and I have already requested the railway authorities to allot quota, for first class as well as third class sleeper between Kathua and Delhi. When Mr Poonacha was Railway Minister, he visited Kathua and promised that a new approach road will be built between the Kathua station and the Kathua town. I hope the ministry will give it due consideration.

I am very glad the other day the Deputy Minister announced that steps are being taken to construct a railway line in the Kashmir Valley between Kazigund and Baramula. The people of Kashmir Valley as well as the State Government have been urging for this line for a number of years and assurances have been given. I would appeal to the minister to expedite this project so that the people may be benefited.

The hon Minister has made proposals for increasing the fares and freights. The argument given is that since operating costs have gone up, he has to increase the fares and freights. It has become a normal feature of the railway budget to propose increase in the freight and fare every year. Here I would like to remind the Railway Minister that the Indian railways enjoy certain privileges. They do not pay many of the State taxes, corporate taxes and they enjoy some other privileges. So, he should

try to make the performance of the Indian railways better.

It is high time that he should try to give attention to the problems of the staffing pattern of the Indian railways. To give one instance, during the last 20 years you have increased your railway strength by 7,000 km while your staff has jumped from 9,14,000 in 1950-51 to 13,91,000 in 1971-72. According to my information most of the staff has been put on the clerical job. The result is that as far as the divisional operations are concerned they are facing difficulties because of under-staffing. That is why today in our country the performance of the railways is not to the extent to which we would like it to be. So it is high time that a high-powered body either in the shape of a commission or a parliamentary committee is appointed to review the entire working of the Indian railways and to make recommendations to improve the staffing pattern and other matters.

In the end, I would say that we are all one with the Railway Minister in giving better service to the people all over the country. As far as the new projects in the backward areas are concerned, I would appeal to him that those projects must be given priority and they should try to see that those projects are completed in scheduled time.

श्री यमुना प्रसाद मंडल (समस्तीपुर) : सभापति महोदय, सारे भारत के लोगों ने बत्तमान रेल मंडी के बजट को देख कर बही बड़ी आशाएं लगायी हैं, और वह सही भी हैं, क्योंकि उन्होंने खासकर पिछड़े गंगों के लिये पिछड़े लोगों के लिये जो बातें नहीं हैं उन को कार्यरूप देने के लिये रेल मंडी महोदय ने निश्चय कर लिया है और कहा है कि

"In selected areas the calculus of short-term economic returns must yield place to the long-term benefits through a policy of deliberate developmental expenditure"

और इसी प्रधिकार पर चल कर हम समझते हैं 60 किलोमीटर के बजाय 60 मील आगर कर सके, अर्थात् 96 किलोमीटर कर देतो उस हिस्से में बसने वाले लोगों की काफी उपराहि होगी, और यह एक नई चीज़ रेलवे इतिहास में उन्होने दिखाई है। उन्होने यहा तक कहा है कि

"Without viewing this expenditure too closely in terms of prospects of immediate return on investment"

इन सब बातों को देखते हुए हम समझते हैं कि रेलवे के इतिहास में नई चीजें लायी जायेगी और पिछडे हिस्से को जो अब तक उपेक्षित रह है उन की ओर काफी ध्यान दिया जायगा।

जनता क्लास के लिये आप ने 15 किलोमीटर तक की यात्रा आड़ा में छूट दी है और उस के बाद केवल पांच पैसा है जो मेरी राय में कोई ज्यादा नहीं है, और मैं समझता हूँ कि लोग पैसे देंगे। मगर केवल एक काम किया जाय कि उसे तीसरे दर्जे के यात्री न कहा जाय, बल्कि जनता वर्ग का नाम दिया जाय। आज के समाजबाद में वर्ग भेद प्रकट करने वाले शब्द अच्छे नहीं लगते।

19 hrs.

दूसरी बात उन्होने जनसहयोग के सम्बन्ध में भारत को राष्ट्रीय स्तर पर एक नये ढग में बड़े बड़े प्रोजेक्ट्स में बताया है ठेकेदारी प्रथा से देश का बड़ा अहित हुआ है। मेरा सुझाव है कि उस के स्थान पर कोई कौरोरेशन रेलवे अन्डरट्रॉफिंग का हो तो ज्यादा अच्छा हो ताकि ठेकेदारी प्रथा से जो नुकासन होता है, अर्थ का अर्थ होता है वह सब बच सकेगा।

पूर्वोत्तर रेलवे के समस्तीपुर के बारे में अभी भी मिल ने कहा है। यह क्षेत्र मेरे सम्बद्ध निर्वाचन क्षेत्र में आता है। यह दो करोड़ लोगों का क्षेत्र है। इस क्षेत्र में डिविजनल हैडक्वार्टर भी है। वहा रेल मत्तालय की ओर से धोवरब्रिज बनाने की बात है। कई बरस से यह चीज़ पड़ी हुई है। कारण यह है कि स्टेट गवर्नरेट की हालत ऐसी नहीं है कि वह एप्रोच रोड्ज के लिए पैसा दे सके। मैं चाहता हूँ कि एक बार मत्ती महादय बहा चले जाए, बात कर ले और वहा का प्रश्न हल हो जाएगा।

दो हाल्ट स्टेशन का भी मैं जिक्र करता आ रहा हूँ। बाड़ गेज लाइन कन्वरशन प्रोग्राम में हाजीपुर से बछवारा तक को आपने अलग रख छाड़ा है। इसको आप नक्शे में नहीं लाए हैं। सोनपुर, हाजीपुर, मुजफ्फरपुर होते हुए समस्तीपुर तक कन्वरशन का तो प्रोग्राम है। बरौनी तक तो है। लेकिन कार्ड लाइन को आपने बीच में छोड़ दिया है। इससे बहुत सी कठिनाइया पैदा होगी। हाजीपुर से शाहपुर पटौरी-बछवारा तक कोई लाइन है। यह 71 किलोमीटर लम्बी है। मैं चाहता हूँ कि इमका आप ध्याल रखें।

मुहीउद्दीन नगर और शाहपुर-पटौरी के बीच में लगूनिया में हाल्ट स्टेशन होना चाहिये। बहुत देर से यह माग चली आ रही है। इसी तरह से शाहपुर पटौरी और माहनार गेड के बीच वासदेवपुर चन्दले में हाल्ट स्टेशन होना चाहिये।

मैं यह भी चाहूँगा कि रेल कर्मचारियों के बच्चों के लिए काफी स्कूल खोले जाएं, उनके लिये बैलफेयर के बाम किए जाएं, बॉर्डरो और उनके बच्चों के बैलफेयर की ओर ध्यान दिया जाए।

श्री रामचन्द्र विकल (बागपत) : मैं आपको छन्यवाद देता हूँ कि इस महत्वपूर्ण बजट पर बोलने का आपने मुझे अवसर दिया है। मैं याद दिलाना चाहता हूँ कि आपके सभापतित्व में 28 अगस्त, 1972 को इसी सदन में शाहदरा-सहारनपुर रेलवे चलाए जाने के लिए हमारे उप मंत्री जी कुरुक्षी जी ने आश्वासन दिया था।

रेल मंत्री (श्री एल०एन०मिश्र) : चला देंगे।

श्री राम चन्द्र विकल : इस रेलवे लाइन की बजट भाषण में चर्चा जरूर है लेकिन उस पर एक पाई भी खर्च की जाएगी, यह कहीं कहीं मुझे ढूँढ़ने पर नहीं मिला। मेरे इलाके की जनता काफी पीड़ित है। तीन बर्ष से यह लाइन बन्द पड़ी है। इस घोषणा के बाद उस में आशा को किरण का उदय हुआ था। सात महीने के बाद आज केवल बजट भाषण में उसकी चर्चा आ जाना काफी नहीं है। कुछ रुपया भी उसके लिए नहीं रखा गया है। लोगों की आशा निराशा में बदल रही है। लोक सभा के अनेक सदस्यों ने तीन बर्षों से बरवर इस सवाल को उठा रखा है। पैटीशंज कमेटी की सिफारिश भी इसके हक में हुई है। इस पर बहस की आपने यहाँ दी। आपकी उत्तर प्रदेश के मुख्य मंत्री से संतोषजनक बात हुई है या नहीं, हमें मालूम नहीं है। घोषणा में कहा गया था कि उत्तर प्रदेश की

सरकार और केन्द्रीय सरकार मिल कर इस रेलवे लाइन को चलाएंगे। दोनों सरकारों में हुई बातचीत के बारे में हमें कुछ मालूम नहीं है। कौन उसको चलाएगा, कैसे चलाएगा कुछ मालूम नहीं है। बजट में आपने कुछ इसके लिए रखा नहीं है। उस लाइन को उखाड़ा जा रहा है, वहाँ लाखों रुपये के पेड़ काट दिए गए हैं, पुल तोड़े जा रहे हैं, स्टेशन उजाड़ दिए गए हैं। इस सब को दुबारा बनाने में कितना ही खर्च होगा। विनाश के बाद क्या आप फिर से निर्माण करेंगे? यह समझ में आने वाली बात नहीं है। आपने कुछ इसके बारे में कहा नहीं है—

श्री एल० एन० मिश्र : कल कह देंगे।

श्री राम चन्द्र विकल : तब मुझे इस के बारे में कुछ कहना नहीं है।

श्री महेन्द्र सिंह गिल (फिरोजपुर) : श्री एल० एन० मिश्र ने जो रेलवे बजट रखा है मुझ खुशी है कि उनको कैबिनेट मिनिस्टर बना दिया गया है। इससे रेल मंत्रालय में सुधार आएगा और इस में फुर्ती आएगी ऐसा मैं समझता हूँ। जब से हिन्दुस्तान आजाद हुआ है—

सभापति महोदय : आप कल अपना भाषण जारी रखें।

The House stands adjourned to meet tomorrow at 11.00 a.m.

19.06 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, March 9, 1973/Phalgun 18, 1894 (Saka).